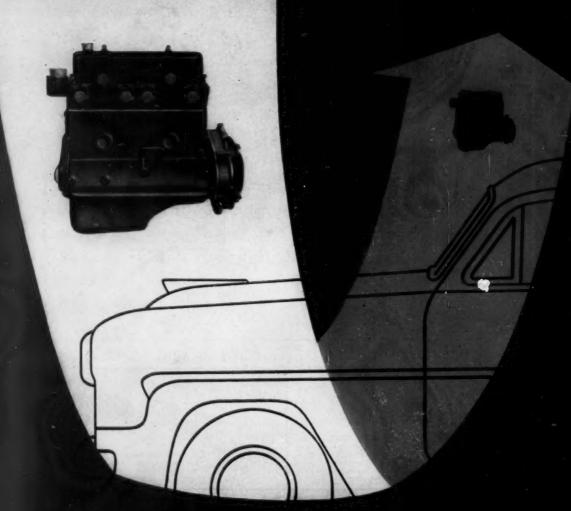
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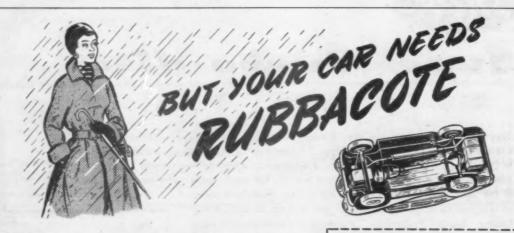
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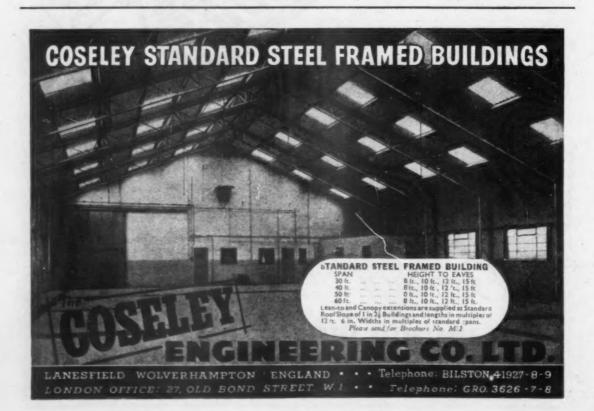
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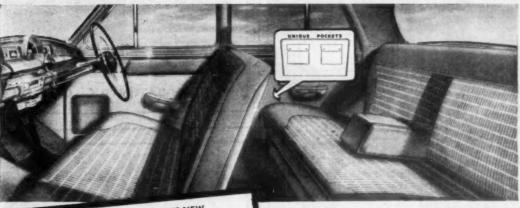
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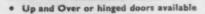
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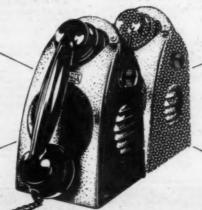


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from an Austin Dealer



Up in the air

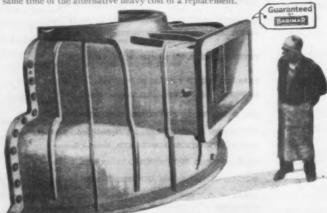
BARIMAR tackles "a really awkward job" of Welding

Our engineer readers, who hail from all over the world, as the Barimar letter-bag proves, will read of this "intricate" job of welding with lively professional interest. They will appreciate the skill and resourcefulness and, above all, the apparatus necessary to weld a heavy fracture like this " up in the air."



The damaged bottom half of a Blower Inlet Casing, weighing five tons, that came to Barimar for repair.

The photographs illustrate the bottom half of a Blower Inlet Casing weighing five tons. A large portion of the heavy flange surrounding the aperture was fractured and broken away. Not a simple honest-to-goodness fracture, but one made exceptionally difficult by reason of its position and the presence of the partitions or vanes in the large rectangular aperture, and the ribs outside the casting. The owners recognized that the welding of a heavy and complicated fracture like this was a job that only experts could be expected to tackle—so they sent it to Barimar stressing urgency, conscious at the same time of the alternative heavy cost of a replacement.



The repair of the big fracture" up in the air," under the Barimar Money-Back Guarantee, saved the owners of this Blower Inlet Casing great expense, and avoided loss of valuable time.

PLEASE ADVISE when sending damaged parts, making certain that they are dispatched CARRIAGE PAID and all fittings are removed.

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Within a few days the repair was completed, thoroughly tested and sent home for re-assembling, covered, of course, by the Barimar Money-Back Guarantee. was saved, considerable expense avoided, and the owners were assured that the reconditioned casing would "stand-up" to its work for a long time hence.

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Most Breakages to Motor Parts can be Repaired by Barimar at a Big Saving on the Cost of New Parts.

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scored bores, damaged stud bousings,
cracked, burns, pitted and sunken valve

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IRON OR ALUMINIUM.

CRANK CASES: Fractures caused by broken concenting rods and run big cade, broken of bearer arms, smanhed sumps, cacked stud bousings, bearing and flywheel housings, all UM OR ELEKTRON.

ALUMINIUM OR ELEKTRON.

CRANKSHAFTS: Broken across web or journal, cracked, acored, thread: stripped, splines or lapers wors. stripped, splines or tapen worn.

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No. 3084 Friday, 7 January 1955

Vol. 102

Friction Clarified

HEN motoring conversation concentrates on wear and tear the time for speculation has arrived, there being several theories as to what takes place. Much of the obscurity results from an imperfect understanding of the nature of friction between metal surfaces; gratitude is therefore due to Dr. F. P. Bowden, head of the Cambridge Research Laboratory for the Physics and Chemistry of Surfaces, for the elucidation of metallic friction contained in the 41st Thomas Hawksley lecture to the Institution of Mechanical Engineers.

When two metallic surfaces are in contact, one is supported on the summits of the highest irregularities of the other. The area of contact is very small; for flat steel surfaces it may be less than one ten-thousandth of the apparent area. It is almost independent of the size of the surfaces, or of their shape and roughness, and it is directly proportional to the load. Even under light load, the pressure at the tiny points of contact may be high enough to cause the hardest metals to flow plastically, and there is strong evidence to support the theory that the friction of metals is mostly the force necessary to shear these localized "welds."

No attempt should be made to minimize the importance of this phenomenon in a car, for 20 per cent of the power goes in overcoming friction. Yet Dr. Bowden regards the power loss as much less important than the damage done by friction. "It is this factor," he says, "perhaps more than any other, which limits the design

and which shortens the effective working life of a machine.

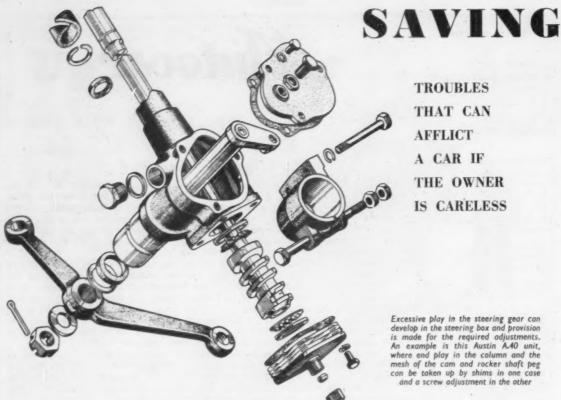
How can the motorist profit by this new knowledge? In two ways. The first is by ensuring that nothing is left to chance in the lubrication of his car, and the second by driving intelligently so that loads are kept to the minimum, particularly on the high-temperature bearing surfaces of the engine. Maximum acceleration and slogging in too high a gear, for instance, impose high bearing loads. Exciting new materials are, however, promising to revolutionize bearings: molybdenum impregnated with molybdenum disulphide will run red hot with a frictional coefficient of 0.07, which is less than that of well-oiled steel surfaces, and sintered copper impregnated with the extraordinary polytetrafluoroethylene (P.T.F.E.), retains the frictional coefficient of the plastic (0.05) almost regardless of temperature, at least in car engine terms. The availability of certain types of P.T.F.E. bearing was announced in these columns recently.

Air Intakes

INDS are certainly not made up about the shape of the cooling air intake to the radiator, and it is curious that so few car fronts should give satisfaction to the observer nowadays; this was not so when the distinctive vertical grilles were still popular.

Most motorists would give the Bristol 404 top marks for successful functional treatment, but they would not overlook an almost equally pleasing economy of contour on the Standard Eight and Triumph TR2. All three of these cars make no secret of the presence of a frontal air entry, but the fact that chromium grilles are available for the Standard shows that owners are not unanimous in approval of such frankness. When chromium enters into the styling there are two distinct tendencies—the horizontal and the vertical. The former is usually more successful, the predominant line of the modern car being horizontal; yet there are some pleasing vertical effects, mostly because the slats of the grille are narrow and close-spaced, thus giving a refinement that is lacking in horizontal bars of great length. The Ford Consul grille is plain and pleasing, and the Aston Martin example shows how additionally successful the narrow slats are if used horizontally. Over in Italy the Alfa Romeo demonstrates a very successful vertical treatment, in which the main orifice itself is made tall and narrow; flanking horizontal intakes give a clover-leaf effect.

As the front of a car remains the only aspect in which considerable individuality may be expressed nowadays within reasonable aerodynamic and practical limits, it is surprising that manufacturers do not aim for greater distinctiveness.



TROUBLES THAT CAN AFFLICT A CAR IF THE OWNER IS CARELESS

Excessive play in the steering gear can develop in the steering box and provision is made for the required adjustments. An example is this Austin A-40 unit, where end play in the column and the mesh of the cam and rocker shaft peg can be taken up by shims in one case and a screw adjustment in the other

ORROSION is the salesman's best friend," it is said. Nearly every manufactured article in daily use can gradually lose its tune or newborn glory without the owner being aware of what is happening.

Naturally, the harder the usage the quicker the edge is taken off, and this applies very definitely to any form of transport, unless it is very thoroughly and regularly serviced. A driver who uses the same car every day will not notice the gradually mounting wear in steering mechanism, brakes and transmission; the odd noises, unless in the form of a hearty and expensive-sounding knock that appears all of a sudden, will slowly grow without the owner being aware of them. A driver entering a strange car will notice at once that the brake pedal goes almost to the floor before the desired braking is achieved, the clutch judders on taking up the drive, and there is a peculiar hum from under the floorboards.

Roadside Checks

That there are cars in such condition on the roads cannot be denied, and this is where roadside checks of cars-and of other vehicles for that matter-which have obvious signs of lack of maintenance, could be most useful in keeping up a higher standard of vehicle efficiency. This method is employed in other countries, as was pointed out in the leading article in a recent issue of The Autocar.

It is the responsibility of every owner to keep his car in a roadworthy condition, and by understanding the functions of the mechanism and its limitations, he should be able to do this without involving a heavy financial transaction at the local garage.

Gradual wear in steering gear will increase until it reaches proportions where the only remedy is complete

renewal of steering column bearings, steering arm ball pins and joints. Regular lubrication, as laid down in the manufacturer's instruction book, is the most obvious method of preventing decay, but there will come a time when it will appear quite plainly that what was once a useful hour's work with a grease gun is just so much wasted effort, and what must be done at this stage should have been done several thousands of miles before.

The very efficient and pleasant-to-handle rack and pinion type of steering gear fitted to quite a number of cars has several points where play develops, and provision is made by the manufacturers for dealing with this. Wear takes place at the pinion bearing, and the teeth of the pinion will not then mesh correctly with the rack, the result being felt as excessive play at the steering wheel. The bearing, in the form of a cap on the end of the pinion housing, can be renewed, and its replacement, although involving a certain amount of hand fitting, is not a major operation. With the cam and lever box, such as that fitted on the 1947 Austin A.40, play develops in the cup and cone type bearings which carry the lower end of the steering column, and end play can usually be taken up by removing one or more of the brass or steel shims from under the lower cover of the housing. At the top end of the column is a felt bush, and this should be renewed if necessary. Down at the other end of the column again, excessive backlash of the peg in the cam can be minimized by adjustment of the set-screw and lock-nut placed in the top cover for this purpose. Such work as this, and other servicing outlined in this article, should be within the scope of any well-equipped and efficient garage.

Attention paid to small but important units such as these will have a beneficial and immediate effect on the control of the car. Modern track and steering rod ends are now

NINE ...

By CHARLES HAYWOOD

most effectively sealed to prevent mud and water from reaching the bearing surfaces. They are supplied as a built-up unit, ready to screw on the track rod or push and pull rods.

Evidence of worn steering connections and king pins and bushes is often supplied by the state of the tyre treads. The foggy night when you bumped the kerb may have resulted in no apparent damage, but it could have put a kink in the track rod which you did not spot in the excitement of the moment. Front wheel hub bearings, while having a very long life, do not last for ever, and adjustment or renewal is not an expensive item.

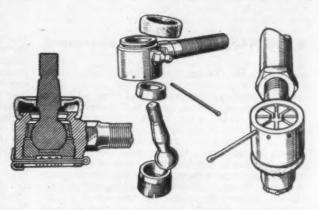
You may not have cause to complain about the brakes of your car, but let a reliable garage foreman or experienced driver friend get in the driving seat for a few miles,

and listen carefully to his opinion. That squeak you can hear when pressing hard on the brake pedal may be the first indication of rivet heads flush with the friction surface of the brake linings, and any sign of oil on the wheels or back plates is likely to indicate that the hub race oil seals have failed, and there is oil on the linings. The brakes may not let you down until you have to make an emergency stop, but then the worst can happen.

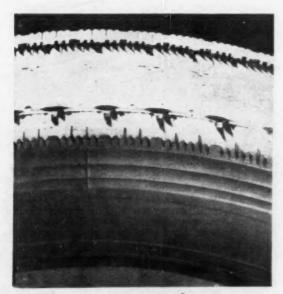
The hand brake lever can come right up to the last click of the ratchet and prevent the car from moving—on a level road; but the time not to discover that adjustment is required is when the car is fully laden and you have to come to a halt on a steep hill. There are also, believe it or not, some people who "pump" the brake pedal to slow or stop their cars and, having done it once, think no more about it but carry on happily pumping. The time taken to pump the pedal can be long enough for the car to hit an obstruction in front and, instead of becoming accustomed to the deficiency,

the owner should have the hydraulic system checked. Air in the system is the most likely cause of this trouble, brought about by a failure to keep the brake fluid reservoir topped up. There must never be any of the "Oh, I'll do it tomorrow" attitude about a braking system and its components.

Increasing use of rubber bushes for spring shackle pins has cut down the number of lubrication points on some cars, which is all to the good, but even rubber does not last for ever, and these worn bushes can have an adverse effect on stability which is not noticed by the regular driver, but which is immediately apparent to a stranger to the car. This type of bush is used not only for rear spring shackles but is also used in parts of some front independent suspen-



Steering rod ball joints may be replaced as complete units or, in the type shown above, adjustment may be made by screwing up the castellated lower socket



it is possible for a brand new tyre to look like this in a few hundred miles if the steering is moladjusted



Unseen by the eye is the damage caused to a tyre by striking a sharp object or being run under-inflated







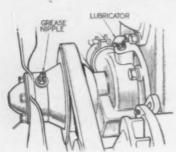
SAVING NINE . . . continued

sion systems, and then any deterioration will be felt in the steering and directional stability of the car.

Lack of engine power is one of those things which can creep up on the unsuspecting owner, until finally he realizes that not only will his car not climb the hill from the station in top but that it is beginning to labour in third; when the cylinder head is removed to reveal burnt and cracked valves and seats, he will wonder why he did not notice the falling off in pulling power before. Correct valve tappet adjustment, regular attention to the ignition system in the form of new or cleaned sparking plugs and properly adjusted distributor points, go a long way towards keeping up the original crisp tune. Retarded ignition timing caused by a faulty diaphragm will result in overheating, poor petrol consumption and a lack of liveliness that should be noticed by any driver.

Keeping Cool

A poorly maintained cooling system can involve a number of defects, one of which alone is enough to take another year or two off the life of the engine without being immediately obvious. Slack fan and water pump drive belts, collapse of the inner lining of water hoses, sticking thermostats, blocked radiators and water passages in the cylinder head and block—any of these will prevent proper circulation. Those owners who live in hard water districts are strongly advised to fill the radiators of their cars with rainwater collected from the garage roof into a large wooden butt (or even a 50-gallon oil drum can be



The water pump bearings should not be forgotten, and a slack drive belt will also affect the dynamo charging rate

Burnt valves can be caused by insufficient tappet clearance or weak valve springs. Excessive tappet clearance and worn guides may result in fractures

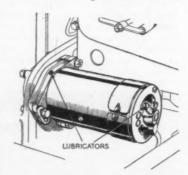
pressed into service and disguised with a coat of paint). It will be cheaper than a new radiator. And while on the subject of cooling systems, before spending a lot of money on anti-freeze, make certain the hose connections and water joints are sound; anti-freeze chemicals have a habit of finding a weak spot in the system.

Heavy oil consumption draws attention to itself, but is easier to notice if a log is kept and m.p.g. figures are noted. Worn piston rings and ring grooves will announce their presence by oiled-up plugs and a smoky ex-

haust; over-worked cylinder bores express themselves in a like manner, and if there are tell-tale drops of oil on the garage floor every morning, it may pay to have the sump removed and the main bearings and crankshaft journals examined. A pity in many ways that so few modern cars have an oil pressure gauge—the oil light now fitted is not capable of telling the true story by betraying reduced pressure.

Transmission troubles are happily rare in the post-war car, but the units involved lead a hard life and, like everything else, should receive their share of attention. For a start, use the correct lubricants for gear box and back

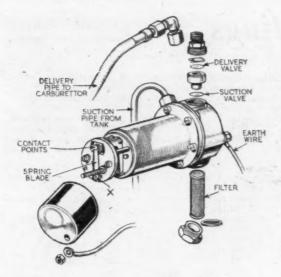
axle; do not ask for gear oilspecify it by the proper number and see that you get it. Drain the gear box and axle at regular intervals - oil is cheaper than new bearings - and you will be surprised what the old oil contains in the way of sludge and metal particles. The average synchromesh gear box stands up to an



The car's instruction book details items such as dynamo lubricators which should receive their share of attention

immense amount of abuse, and may even last the life of the car without a major overhaul, but wear does take place and, while it is difficult to prevent, the owner can at least keep the box in reasonable condition. Nothing is more annoying that to have a gear lever jump out of its position when the car is running downhill, for instance. If this happens, the least one can do is to try using new selector rod springs, for the original ones may have lost their temper.

The modern dry, single-plate clutch does its arduous work exceedingly well, operating sometimes under extreme conditions, imposed perhaps by a not so skilful driver. It is a part of the transmission which is liable to deteriorate without the regular driver being aware of any defect. He becomes accustomed to pushing the pedal down a little

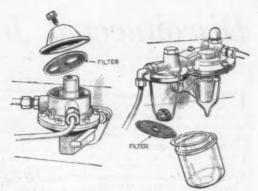


farther, and only a driver strange to the car will notice where the fault lies, and its effect upon smooth take-up of the drive and also upon the general efficiency of the transmission.

Statistics of roadside breakdowns prove that electrical failures make the greatest percentage of all faults. Electricity, because of its invisibility, is more of a mystery to most of us than mechanical units. Battery troubles are lessened, these days, by the use of voltage control systems, but the battery still requires topping up with distilled water, and if this job is neglected all the science in the world will not prevent an expensive item of equipment from being ruined. Do not think all you have to do is to wipe the top and put a little Vaseline on the terminals; this service, at least, should be done thoroughly and efficiently.

Helping the Starter

Treat the battery kindly in cold weather and turn the engine over by means of the starting handle, if there is one,



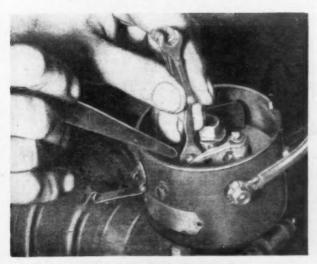
Both electric and mechanical type fuel pumps contain filters which need periodic cleaning

before starting up in the morning. This frees the engine from overnight stickiness. Failing this, one can at least depress the clutch pedal before the starter button is pressed, so that the immediate load is lessened to some degree by not having to turn the gear box shafts in cold, sticky oil. The clutch thrust bearing drag may exceed the gear box load, however.

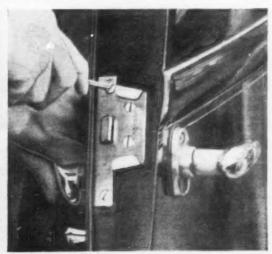
The insulation of wiring becomes hard and cracks, dynamo and starter motor brushes wear gradually, lamp bulb filaments become weak. One method of checking stop lamps is to press the brake pedal and watch for the light to be reflected on the car behind as you wait in a traffic block. Windscreen wiper blades may appear to be in good order, but they may have hardened, and a new pair will make a surprising difference.

A car that is driven fast and given regular attention and servicing will last longer than one that is driven and treated casually. The engine that is never given a chance to reach a reasonable operating temperature will be worn out before one that is given the comfort of a radiator blind or muff, sensibly used.

It is said that one can become accustomed to anything, given time, but the car owner should never become accustomed to inefficiency, and a car which is inefficient is a reflection on the owner, who should know better than to allow such deterioration to take place.



Distributor points should be cleaned before adjusting. If they are badly burned, both should be renewed



Unsuspected rattles may result from loose door locks and, if not attended to at once, excessive wear will quickly develop

Disconnected Jottings

BY THE SCRIBE Drawings by Barry Appleby

Strikes

THERE is a general tendency for the public to deprecate any comment on labour unrest, for fear of exacerbating industrial relations. I still have an old-fashioned belief in the benefits of plain speaking. We are now in the throes of another struggle for a wage increase in an industry that is rendered largely obsolescent by the restrictive practices of its employees; an industry which has succeeded over the years in penalizing road transport for its especial benefit.



Empty pumps

Is the rail strike going to happen, and is it to mean a corollary of closed petrol stations owing to empty pumps? As this issue goes to press motorists are anxiously asking these questions.

Occasionally I travel by rail and am rendered cynical by the dozens of porters who await the trains at the Waterloo terminus in London. There are sometimes complaints in the loftier daily papers that porters are not available to carry bags. I usually find it difficult to get at my bags for the throng of porters. Restrictive, indeed.

Roads

A GREETINGS card from Egypt set me thinking the other day about romantic roads. Why my selection should seem romantic I do not know; they have remained in my memory while contemporary happenings faded slowly into the darkness of Lethe, I recall the flat straightness of the highway alongside the Suez Canal, heading out of Port Said, and the lush country alongside the road to Mandalay as it runs north from Rangoon. I wonder if those solid stone houses, looking as if they had been lifted bodily from one of the soberer Scottish towns, still stand as they did behind their prosaic nameplates? The road bisecting the Maidan, in Calcutta, was another one, though I have forgotten its name. You could get a superb Tom Collins at one bar on the left going into town, and the cream-painted trams, I recall, were always almost hidden under a mass of humanity as they rumbled citywards.

The other side of the world, near Victoria, on Vancouver Island, a little road jinked and danced through the pine

trees that make the Sound so beautiful, and I recall it every time I read one of Betty Macdonald's books about that part of the world. Over in New York there is a road that climbs up to the George Washington Bridge approach on the Harlem side; when I knew it there was a hot dog stand at the top of the hill, and I used to take an evening stroll up under the trees with the reward of that typical American dainty at the top. The Palisades were in the neighbourhood, but I have forgotten just where, and to consult the map would be to spoil the vague promptings of memory. One last prompting recalls felt-booted Russians in the broad high street of Murmansk, filling pails at the standpipes in the bitter cold of the northern winter.

Vintage

THE owner of a blown 1750 Alfa chides me for my lack of sympathy towards vintage cars, evinced, he feels, in a recent jotting. I hasten to disclaim such a lack, for my traditionalist soul clings stubbornly to the abiding things leaves the ephemeral to the moderns. My point was that the building of modern cars to last for a few years and then fall to bits was more economical than putting a lot of loving care into the production of a head lamp that would last a hundred years when it was obvious that the cylinder bores would have rusted away before then, and I wanted a manufacturer to reach economic perfection by building a car that would last a stated number of years and days, and then fall to dust as the clock passed the crucial moment. I doubt if my wish will be granted, but it is the ideal to strive for in the hard and soulless context of paying one's



Then fall to bits

Self-Dazzle

N afternoon out in November sun-shine was a reminder the shine was a reminder that winter sun, with its rays more near the horizontal than those of high summer, is much more productive of driving difficulty. The point was brought home by the large number of cars one met with vizors down to protect drivers' wes as they headed to the south-west

Driving in the opposite direction there should have been no distress for the Scribal eye, and indeed a slight adjustment of the driving position avoided the glare of the sun reflected from the interior rear view mirror, but the reflection from the convex surface of the wing mirror on the right side was not so easily avoided.

Eventually it was found by experiment that the side pillar of the wind-screen could be interposed between the eye and the glare. A satisfactory compromise, it would seem.



Vizors down

Address, Please

AMONGST the letters which this journal receives is, alas, a small percentage which contain no clue as to the address of the sender. Not anonymous letters but letters on which the omission of the address has been inadvertent. This makes us unhappy because we are unable to answer, so would correspondents please take care to send their addresses? Right now I am looking at a letter which contains fifteen cents' worth of U.S.A. stamps for reply, but which bears no other clue as to where the reply should go. America is such a big place, too.

Noises Off

BRITISH motorists, already assailed from all sides in the name of road safety, may well turn pale on reading an American report that a firm has devised an electronic warning system which can be fitted into the road to measure a car's speed and, if this is above a certain figure, will set off a siren to warı, the driver. Considered to be particularly useful as a warning measure near pedestrian crossings, the device consists of two measuring hoses, five-eighths of an inch thick, laid across the road and connected to an electronic control and siren unit set up on the roadside. The mechanism can be set for any speed desired and the siren emits its warning for ten seconds-long enough to warn both driver and pedestrians.

Note for American children: at least 200 lb of pressure is needed to

work the siren.



Men of affairs...

From the very first glance the new Daimler Regency Mk II is clearly a car into which has gone a great deal of thought and craftsmanship. To take your seat in it is to confirm your first impression. You are at once aware of quality all around you—soft leather, polished walnut, deep pile carpets . . . Satisfaction deepens as you sense, rather than feel, the high-powered engine leap to life at a touch. For all its luxury, its roominess, its dignity, the Regency is a fast car, capable of well over ninety miles an hour. This high performance is of course coupled with the smoothness, manœuvrability and perfect road holding inherent in a Daimler.

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USED CARS ON THE ROAD

No. 87: 1951 Rover 75 Saloon

Price New £865 plus £241 0s 7d	Acceleration from rest through gears:	Oil consumption: Negligible	Speedometer reading: 22,701
purchase tax	To 30 m.p.h 7.1 sec To 50 m.p.h 17.0 sec	Petrol	Car First
Secondhand £825	To 60 m.p.h. 24.1 sec 20-40 m.p.h. (top gear) 13.0 sec 30-50 m.p.h. (top gear) 14.1 sec	consumption 21-25 m.p.g.	Registered March, 1951

O renew acquaintance with the Rover 75 is to be reminded once more of the deceptive nature of this car; of the way in which it covers the ground at quite unexpectedly high average speeds without the least suggestion of fuss; and of the high degree of passenger comfort and constructional quality. It is, perhaps, when a car has already been well used by one or more previous owners that the quality of construction can be

most accurately judged.

The 1951 model that is the subject of this test was provided by Bridge Motors, Church Street, Rickmansworth, Hertfordshire, and it was finished in ivory cellulose. The exterior was without blemish and, as the respraying of such a colour to finish local repairs can result in an unsatisfactory final result, it should be recorded that the shade of ivory was perfectly even. The chromium plating was good and the green leather upholstery was clean and undamaged. The roof lining was free from those unpleasant streaky stains that are often seen on a car of this age or more, and the carpets were in good condition. The polished woodwork of the facia was also unblemished.

The engine started instantly hot or cold (Rovers are usually particularly good in this respect), and it quickly pulled well when started from cold. The performance was good, although there was one slight mechanical rattle, apparently from the engine, of the type that might have been the result of a badly adjusted tappet. The car would proceed smoothly and quietly at fairly high speeds for long periods without sign of distress, and driver and passengers remained fresh. The steering was good, without

noticeable wear, but the spring dampers were weak, with the result that there was some pitching on wavy surfaces. Steering was precise, affected adversely only by the weak dampers. The steering column gear change was good of its kind, and here again there was no sign of excessive wear in the linkages.

The brakes, the important complement to good acceleration and high speed, were very well adjusted and their power was up to the car's performance. The transmission was without play, but there was a slight murmur from it in the higher speed range. The tyres (three Avons and one Firestone on the road wheels) were in good condition. The free-wheel, which has been a feature of these cars for many years, worked well, and comprehensive accessories included an efficient heater-demister, "clock and centrally mounted fog lamp. Pressing a button provided an oil level reading on the fuel level gauge, and there were also a water temperature gauge and an ammeter. The coachwork was free from rattles.

This car flattered its driver in many ways. It was praiseworthy for its feeling of quality, its comfort, and the impression it gave of refusing to appear hurried while yet covering a considerable mileage in a commendably short time.



No. 88: 1952 Hillman Minx Convertible

Price New £530 plus £295 18s 11d	Acceleration from rest through gears	Oil consumption Negligible	Speedometer reading 17,173
purchase tax	To 30 m.p.h 7.5 sec To 50 m.p.h 21.1 sec	Petrol	Car First
Secondhand ±525	To 60 m.p.h 34.2 sec 20-40 m.p.h. (top gear) 14.0 sec 30-50 m.p.h. (top gear) 16.4 sec	26-34 m.p.g.	Registered February, 1952

THE popularity of the Hillman Minx, new or second-hand, is acknowledged, for the car provides a combination of pleasing appearance, modest size and useful performance. The model described here is the convertible. It is similar to that in current production, except that it uses the side-valve engine, and the radiator grille is of the earlier type with horizontal strips across a rectangular opening.

The car tested was provided by Lex Garages, Ltd., Brock-



hurst Corner, Harrow Weald, Middlesex, and a close inspection produced the impression that it had been looked after with particular care. The grey cellulose was unmarked and well polished and the chromium plating was sound. The red upholstery was protected by tartan seat covers, and exposed interior parts were very presentable. The plastic hood fitted well and seemed to be virtually unworn.

Although the engine size of this model is only 1,265 c.c., the Hillman Minx has never aspired to be more than a four-seater, with the result that the overall size and weight ar: kept down and the car performs well. This convertible ran smoothly, and without noticeable effort it could maintain a true 60 m.p.h. (an indicated 66 on the speedometer) indefinitely. At this speed it was perfectly happy and willing, and the engine clearly had plenty in hand. The steering was quick and accurate. There was no excessive play, and the car was more responsive to the steering wheel than most models of similar size or cost. The suspension provided a good, smooth ride, and the spring dampers successfully prevented any pitching.

The steering column gear change was about average for this type of mechanism. Gear selection was positive, but without that

The steering column gear change was about average for this type of mechanism. Gear selection was positive, but without that precise movement that invites ready use of the gear box. The brakes were adequate in power but were in need of adjustment, pedal travel being unnecessarily long before braking was effected. A useful amount of tread remained on the tyres.

Instruments were limited to a speedometer (without a trip mileage recorder), and a fuel gauge. Indication of no oil pressure was provided by a light. There was one rattle which was traced to the rear of the left side of the bonnet, which was intermittently touching the bulkhead. This fault, however, called for no more than the insertion of a strip of rubber in the joint to cushion the vibration.

for no more than the insertion of a strip of rubber in the joint to cushion the vibration.

There is always something particularly rewarding about driving a relatively small car that performs well, is comfortable, attractive, and economical. This Minx lived up to the reputation of the model well. There were many indications that it had been treated with care, and that it was ready to give a great deal more service in the efficient way in which is performed during the test.



In striking contrast to the wooded valleys of the Home Counties is this bleak landscape of the Westmorland Fells

CORRESPONDENCE

OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECESSARILY AGREE. LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR, "THE AUTOCAR," DORSET HOUSE, STAMFORD STREET, LONDON, S.E.I.

Road Repairs

Reasons for the Bad Surfaces

[66144.]—In reply to Mr. J. P. Hellings' letter [66125] concerning incomplete road surfaces after repair, I should like to draw his attention to the following practical aspects of the problem that appear to have escaped his consideration. While there are many different types of road pavement, their resistance to deflection depends upon the bearing capacity of the soil supporting the road, as well as the load superimposed upon it.

With road repairs and improvements, this problem is accentuated. In the former the road formation is generally impaired and, until it again becomes sufficiently compacted, will continue to subside under loading.

For this reason, when repairing a road, the highway authority frequently puts down a temporary surface and then leaves it for what appears an unconscionable time while full compaction takes place, and until a final reinstatement may be carried out that will not then require further attention.

what appears an until a final renstatement may be carried out that will not then require further attention.

In the second case—that of road improvement—it is desirable to fuse the area of improvement with the old carriageway. This can be very tricky; if the new construction is 'oo rigid it will

not combine smoothly with the old work; if it is too flexible it may deform to a greater extent than the old work and so lose a large degree of its usefulness.

large degree of its usefulness.

While I have no personal knowledge of the circumstances your correspondent cites, I would like to suggest that it may well be that, for the reasons outlined above, the road work he refers to has been only partly completed in order to allow the foundation to settle.

Bracknell, Berkshire.

are transfer are a trans

Steamers

Factors Militating Against Their Manufacture

[66145.]—I am surprised at the number of references to steam cars in your columns in spite of the fact that none has been produced commercially for many years. Having owned two of the later steam cars and being still a potential buyer of a third, I often wonder whether your correspondents quite recognize the implications of their enquiries, "Why no steam cars on the market?"

Broadly speaking, there are only two faintly feasible means by which such a thing might come about. An established manufacturer could offer an existing model with choice of i.e. or steam power unit; but this puts an almost insuperable handicap on the designer of the steam plant. Secondly, a small concern building sports cars and specials might interest itself in the subject (these concerns can, of course, exist only by producing lines which do not bring them into direct competition with the combines). But here they would come up against a snag not, perhaps, peculiar to the steam car business, but certainly of its most marked features-namely, that all serious poten tial buyers of a steamer know enough about the subject to want it built their way, or not at all. And there are a good many ways of setting about it—and what is more, as the poet sang, "Every single one of them is right!"

There are quite a few ways of making an i.c.-engined sports

car, but if a steam plant is used, consider the variations possible in the engine alone. To begin with, it may be reciprocating, rotary, or a turbine; if reciprocating it may have one, two, three, four, or more cylinders; the cylinders may be single- or double-acting; they may be arranged simple, compound or multiple ex-pansion; vertical or horizontal, radial or in line, and to drive direct or through a cardan shaft. The valve motion may be harmonic or by cams; the valves sliding, rotary, or lifting—and so on. The generating and combustion systems, and their controls, are subject to similar ranges of alternative

I hope I have said enough to explain why, with the engineering trade in its present febrile condition, a commercial steam car is not a strong possibility. But I should like to end by expressing some amazement that none of the enthusiastic exponents of frankly home-built specials ever turns his energies in this direction, for when performance in the owner's hands is the only quality sought, and the amenities are at a discount, a steamer can be basically very simple. A single-cylinder engine, based perhaps on a motor cycle engine and designed for very hot steam, supplied by a powerful flash boiler with manual fuel and water controls, could be made to give an extremely exhilarating and entirely novel performance even by today's standards.

But perhaps the answer to this one is that the competition authorities would promptly impose their veto—and then love's labour would be lost.

H. A. Illingworth.

Puerto de la Cruz, Teneriffe.

"Unpopular Wink?"

British Reluctance to Accept Anything New

[66146.]—Referring to your editorial, "Unpopular Wink?" in the issue of December 24, may I say that, in my opinion, there is nothing whatsoever wrong with winking indicators except that they are new and, therefore, not to be accepted (in England) without a lot of prejudiced complaint and protest?

There are presumably millions of these indicators in use in America, and presumably American motorists can see them and comprehend them without confusing them with brake or rear comprehend them without confusing them with brake or rear lights. It seems, however, that in this country nothing new can ever be accepted without prejudiced opposition. To mention only one example in the sphere of motoring, you will no doubt recall the nonsense written and spoken when leaded petrol was first put on the British market. It all died a natural death, and so will the fuss about winking indicators.

Such bodies as the Applied Psychology Research Unit of the Medical Research Council do not particularly impress me with their findings when, as in this case, I can make my own observations and judge for myself: so far from criticizing the Governations and indee for myself: so far from criticizing the Governations.

tions and judge for myself; so far from criticizing the Govern-ment for not taking more notice of these findings, I consider they have acted wisely and hope that they will continue to take little or no notice I. L. BALLENY.

Birmingham, 30

That Extra Inch

The Importance of Widening the Roads

[66147.]—My business involves long daily journeys by car, and mavelling time is a very important factor, so I am closely in touch with the growing congestion of our roads and have given much thought as to how this could be alleviated.

There is much talk about new highways but, as years before these can be effective, I think we should examine the position to see if we are making the best use of our existing

trunk roads.

Very often I find myself working to fine limits in passing slow-moving traffic in order to save precious minutes and I think that many hundreds of miles of our roads which are now accepted as two-way traffic lanes could very easily be converted into three-way lanes. To do this I would widen them perhaps, in some cases, only by a foot or so, and this extra width would be taken

rom grass verges or wide, and sometimes little used, footpaths which line our roads for miles and miles.

From my observations it would appear that our road surveyors prefer highways to be of uniform width, and for this they may have very good reasons; but their widths often seem to be determined by that essential figure for a narrow road. I think they should now realize that every inch in width counts and that wide:

stretches here and there would make excellent passing places for the faster traffic.

Another very annoying cause of congestion, which I think is on the increase, is the driver, sometimes in a good, fast car, who falls in behind a slow moving vehicle and makes no effort to pass; in fact, he is usually so close to the vehicle in front that he cannot see when the road is clear for him to pass. Before many minutes have elapsed there are a few more vehicles behind him and when the real driver catches up he is faced with either falling into line or seizing an opportunity to pass the lot, usually to the extreme annoyance of the one who is the cause of the hold up.

am all in favour of the fullest amount of freedom for the individual, but when it is abused as in cases such as this, and obstruction is being caused to other road users, I think it is time there was some supervision; if our mobile police force is inade-quate I would suggest that our R.A.C. and A.A. patrols be vested with some authority to prevent and break up these slow-moving

Another service these patrols could do would be to report on the stretches of road on their beats where widening of the road could best be employed, such reports to be studied by a committee composed of practical men in consort with the heads of the two motoring associations and the leading car manufacturers.

The findings of this committee could then be forcefully presented to the proper authority with a view to getting something done with the millions of pounds which have already beencollected in taxes for the purpose of improving the roads, before we become so choc-a-bloc that the sale of cars on the home market will have to be banned.

NORMAN S. WOOD. Lancaster





Wing Cdr. J. V. Hay's Lagondas, referred to in the letter pelow

Motor Boat

Lagondas on Portage

[66148.]—On first reading your allusion to a Bentley travelling under a boat ("Disconnected Jottings," October 22), I thought possibly my Lagonda had, not for the first time, been mistaken for a Bentley. My error later became plain, though so far I

for a Bentley. My error later became plain, though so far I have never met anyone using the same method.

You may be interested in the photographs, which show that I have been roof carting since 1952. The one of the 4½-litre Lagonda was taken on Park Rash.

The 16-80 Lagonda carries the boat on welded galvanized water piping—the household sort. The object on the running board is a four-cylinder Evinrude Zephyr outboard. Carrying a

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boat the right way up is preferable as the mast and gear, also

camping equipment, can go inside.

Added for interest [not reproduced—ED.] is a 1932 2-litre Lagonda towing a four (42ft) en route for Evesham in, I think, 1951, where it won the clinker "Head of the Avon" pennant. A tow, particularly on corners in towns. This trailer also carried one shell coxless, and two clinker fours, with blades on the platform below. My present Lagonda has taken the boat on top from Southampton Water to Skye.

J. V. Hay, Wing Cdr. (Retd.).

Wallingford, Berkshire.

Hub Covers

A Woman's Reply

[66149.]—I refer to letter [66072]. To remove a hub cover not provided with a notch for a special tool, one holds a screwdriver to the rim (in a one-, two- or three-o'clock position) with one's left hand, and gives the screwdriver a hard smack with the open palm if one's right hand. To replace the cover, hold it flat against the three protuberances on the wheel and then give the centre of the hub cover a good and hard, backhanded thump with your right fist, using your fist like a mallet and, needless to say, not bringing your knuckles into contact with the hard surface. One need not have horny hands or be a caveman to do the trick easily and quickly.

And now, as someone who lives for tinkering with sports

cars and diagnosing their real or imagined troubles, I should love to know how and by what signs Mr. Everard Taylor [66076] first noticed that his Red Label Bentley, poor old gal, was turning into a male. Lovers of tradition must pray that nothing like that ever happens to a British ship! JOANNA PALFFY. Burgenland, Austria.

In Profile

An Oxford Owner's Recollections

[66150.]—For four years I ran a 1950 Morris Oxford which was almost indistinguishable from the 1951 model so happily described in Shirley Carpenter's "Profile" in *The Autocar* of December 24. As Miss Carpenter points out, it had many virtues —and a few faults. Now that I have changed to another make I miss the wide parcel shelf under the facia and the four-speed gear box with a really useful third gear—but surely a maximum of nearer 50 m.p.h. on third than 35 m.p.h.? There was indeed plenty of power for climbing; Lynton Hill, Countisbury and Porlock were all tackled in our first summer—Countisbury with two adults, a child and luggage was comfortably climbed in second gear. Later we graduated to the Lake District hills and tackled Hard Knott Pass twice, and Wrynose Pass. By the way, is there a worse climb on a road that "goes from somewhere to somewhere else" than Hard Knott Pass, anywhere in Britain? My 1950 car shared the three faults Miss Carpenter mentions:

occasional refusal to start on a cold morning, poor idling in traffic, and a downright bad handbrake. The latter was a constant worry. I was glad to hear that the handbrake system

constant worry. I was glad to hear that the handbrake system on a new Oxford was modified to give greater efficiency. I confess I was very glad to exchange the wretched, and almost useless, umbrella handle for a decent "pull-up" lever.

Still, I, and my family, will always have a sincere regard for the Morris. It took us the length and breadth of Britain, never let us down, was reasonably economical (26 m.p.g. in town; 29-31 m.p.g. in the country), was comfortable for all except the driver (I sympathize with Miss Carpenter here—though my backache was at the base of the neck), and it wore well. Long live the make!

Aberdeen, Scotland

Aberdeen, Scotland

Average Speeds

Personal Findings

[66151.]—I can assure Mr. J. W. Morgan [66104] that it is perfectly possible to average 40 m.p.h. (running time) over long distances in England, but only on certain routes and when traffic conditions are reasonably favourable. It is certainly not possible to do so today on A1 or A5, except on a Sunday, although both these roads were fast ones before the war. High average speeds are, af course, quite impossible anywhere near London on a summer weekend.

I have always noted, to the nearest minute, the time taken on my long runs (a legacy of my boyhood when I timed trains on railway journeys), making allowance for stops for meals, but not for stops for petrol. Since 1937 I have noted many hundred:

continued

of journeys over an area ranging from Dover and Penzance to John o'Groats and Durness. My quickest really long run was from Elgin to Ashtead (576 miles) at 40.89 m.p.h., but many quite long journeys can be made at considerably higher speeds than this.

than this.

The best long-distance high-speed stretch in the United Kingdom is probably from Boroughbridge to Lanark via Scotch Corner, Penrith and Beattock (just under 170 miles). In my Rover 75 I have averaged 48.66 for this stretch, cruising at 65 m.p.h. on the speedometer whenever conditions permitted, but not exceeding this speed. By way of contrast I have never succeeded in averaging more than 30.5 m.p.h. on the deplorable trunk road from Lichfield to Penrith via Wigan, Preston and Shap. Another very fast stretch of road, but only about 70 miles long, is from Doncaster to Leicester via Ollerton and the miles long, is from Doncaster to Leicester via Ollerton and the Fosse Way.

A. L. GORDON.

Ashtead, Surrey.

Counting the Cost

The Insurance Had Been Included

[66152.]—The writer of the article "Can You Afford It?", in *The Autocar* of December 17, has added the cost of insurance of my 1953 Ford Anglia to the figures supplied. Insurance, at £17 12s, is already included under the headings: "Oil," and "Servicing and Repairs," in your table. Servicing amounted only to about £6—the initial servicing is free. The total cost for the first year, excluding garaging and depreciation, was only about £59

In connection with the poor petrol consumption referred to, the figures relate to the first year and, of course, include the running-in period. The car was used only for local trips in London during this period. The petrol consumption over the 15,000 miles covered from January, 1953, when the car was new, to date works over 4.00 m. period. to date works out at 40 m.p.g. G. R. PICHARD.

Brampton, Huntingdon.

Beware Cattle

A Dangerous Stretch of A30

[66153.]—I cannot allow letter [66087] to pass without comment on the statement therein that it is safe to cruise at 60-plus, day or night, on the Exeter-Launceston-Bodmin stretch of A30. I feel certain that the writer has overlooked the very great danger of cattle, which seem to delight in standing in the middle of the road, usually broadside on, some having a natural camouflage in their colours.

Returning from Cornwall last year (having fortunately missed trouble ourselves through knowing of this danger), in the middle of Bodmin Moor, miles from anywhere, we found one car on its side, two others having run into it, all through the first car having to swerve to miss a bullock.

There are notices warning drivers of this danger and, having had considerable experience of this stretch of road, I personally these warnings and take the greatest of care.

W. WALKER. Wallasey, Cheshire.

Dip Switches

Reasons for Keeping the Hands Free: Canadian Comments

[66154.]—Mr. W. F. Tatham, in his letter [65974] published in *The Autocar* on October 15, has raised several points with respect to foot-operated dip switches. It is possible that an opinion from this country may be of interest on this subject since this method of control has been in common use here for more than 20 years.

In theory, directional control is probably of more importance than velocity control when safety is the prime consideration. For this reason the proper function of the hands is to steer the car, and any additional duties imposed upon them will introduce both confusion in emergencies and a lag in response, and these can be vital when travelling at 88 ft per sec or more. Additionally, changes of direction can be almost instantaneous, whereas appreciable changes in velocity occupy a much longer relative period. The feet can perform two different operations simultaneously, while the two hands on the wheel are required for one operation. It is possible for this reason that we have the stop light, brakes, clutch, dip switch, accelerator and kick-down controls operated by the feet, and the steering wheel by both hands with the horn ring conveniently located for the thumb on the steering wheel. It would seem that foot-operated switches can be conveniently and comfortably located, and that the warning red light should be the car, and any additional duties imposed upon them will

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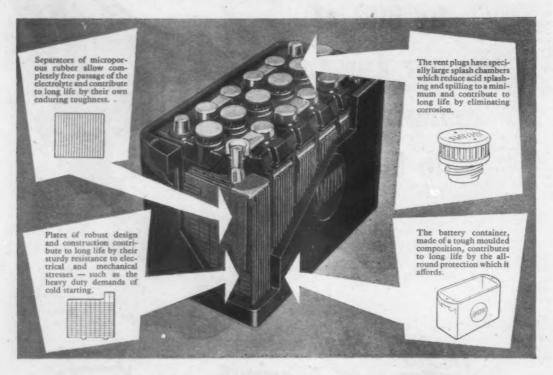


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located well within the area of peripheral vision when the eyes are on the road ahead. Most cars, if not all, over here are so arranged and standardized that the operation soon becomes routine.

When English car manufacturers all get together and put their switches and controls in the same relative position, and you have had a few thousand miles to get used to such an arrangement, your difficulties should disappear.

Belleville, Ontario.

W. C. Tatham.

Untruthful

An Unfortunate Set of Instruments

[66155.]—What are your readers' experiences with modern car instruments? My second-hand, factory-reconditioned, hand-built car cost upwards of £2,900 when new, in 1951. Its makers assured me that the instruments were first quality.

1. The ammeter never "zeros" properly.

2. The petrol gauge is grossly inaccurate, as is the one on my bretches?

brother's twin car.

The oil pressure gauge used to show 5lb pressure before the engine was started; it has now been replaced.
 The water temperature gauge is very sluggish and far less

sensitive than the one on my Land-Rover.

The oil temperature gauge I assume to be accurate.
 The clock is good, as car clocks go.

7. The speedometer needle constantly oscillates at all speeds; a new cable, at my expense, has not cured this. Up to 60 m.p.h. it tallies roughly with the tachometer, but wobbles too much for

any true reading to be possible. Above 60 it over-registers progressively up to the car's maximum of 90 plus.

8. The tachometer, which does not wobble, is accurate. Is this a creditable record for eight instruments of the best English quality obtainable, in a car which is very costly, precision built, and of workmanship and finish better than most in Europe? Canterbury, Kent. W. J. RICKARDS.

Prefect

Points from the Road Test

[66156.]-In the Road Test of the new Ford Prefect (December [661] — In the Road Test of the new Ford Prefect (December 17), you mention that the lighting switch has to be turned through the "off" position when switching from side to head lights. This is also stated in the handbook. The Prefect that I have just obtained has had this remedied. The switch is turned clockwise for side lights, and farther clockwise for head lights. You omit one point I have found: the difficulty of closing the doors because of the handle's being too near the hinges and giving insufficient leverage. The only solution is to fit extra door pulie.

door pulls. L. HALTON

Liverpool, 20.

Parking

What are the Attractions of the Wrong Side?

[66157.]—Can any reader explain why it is that, in this country, one sees so many vehicles parked on the right-hand or "wrong" side of the road?

As a fairly recent arrival from Australia, where this is an infrequent practice, I cannot see what advantages it possesses. On the contrary, it seems to present numerous disadvantages, the greatest being the hazard of driving across a busy street against oncoming traffic to reach the other side.

To the unaccustomed eye this habit savours of pettifogging laziness. Is it not possible to park the car and walk across the road, or else drive around the block so as to bring the car on to the desired side of the street?

Hector K. Abercrombie.

London, N.W.11.

Road Signs

Transfer to the Road Surface?

[66158.]-Mr. J. Nobbs' letter [66109] contains the germ of a amuch larger possibility—that all roadside signs should be transferred to the centre of the road surface itself, as interruptions of the white line where one exists, or by themselves. The centre of the road occupies a position half-way between the man in front and the man coming the other way and is, therefore, a place where the eye has to be, and its surface is smooth.

continuous, of nondescript colour and free from distractions.

A new code of signs would be necessary, capable of being marked in coloured paints or cats'-eyes, and each sign would

continued

need to appear as a succession of several repetitions, with side-ways duplication on roads with more than two lanes. Mr. Nobbs' requirements could be met by an occasional pair of cats'-eyes placed side by side and touching, one red and one white, each mounted in rubber of its own colour. Adequate warning of pedestrian crossings could be given and beacon lights made continuous as signals to pedestrians only, thus reducing by half the frightful fever of blinking which has

descended on motoring.

Finally, I think there is need even now for a special cats'-eye detector lamp, heavily masked horizontally and vertically, which could be left on in conditions where the head lamps are not needed, particularly in fog.

Wallasey, Cheshire.

The Gap

After a Motor-cycle, What Next?

[66159.]—It is much to be hoped that the valuable article in your issue of December 17, entitled "Filling the Gap," will arouse sufficient manifestation of public interest to enlighten the manufacturers. The trade appears to be under the impression

manufacturers. The trade appears to be under the impression that there is no great public demand for an economical two-seater capable of speed.

After 30 years of motor-cycling, I badly want to get "under cover." But at present the only answer within my means would be a tri-car with about half the speed capacity of my cycle. So I am still getting wet!

R. R. NATTRASS.

Worthing, Sussex.

8-Litre

Further Information Required

[66160.]-Max Millar's article in The Autocar of December 17 ("Vintage Leviathan") was a good dose of fresh air; could the story of the 8-litre be carried on by Mr. Forrest Lycett? I am sure it would be found to be full of interest. Douglas F. Lewis.

Gerrards Cross, Buckinghamshire.

Electric Veteran

Any Information?

[66161.]—Can you, or any of your readers, tell me where I might find an electric brougham, such as doctors used, I believe, at the beginning of the century?

Barry Island, Glamorgan.

[Letters will be forwa:ded.—ED.]



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2-litre 2-door	1,027 12 2	1.570 14 11	Coupé	693 6 0	983 6 0	Two-seater (Vanguard)	555 0 0 580 0 0	787 7 6 822 15 10
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1900 Super Sprint	2,500 0 0		Royal	1,830 0 0	2,601 4 2	Two-door	373 0 0 373 0 0	529 10 10 529 10 10
Palm Beach, 4-cyl,	1300		FIAT 500C coupé	403 10 0	572 15 0	P	395 0 0 422 10 0	560 14 2 599 13 4
3-seater 6-cyl, 3-seater	720 0 0 750 0 0	1,021 2 8	Station wagon New 1100	478 10 0 563 10 0	679 0 0 799 8 2	Cowley	495 0 0	702 7 6 744 17 6
2)-litre saloon K 3 3-seater	1,250 0 0	11,771 19 2	1100 TV	750 0 0 774 0 0	1,063 12 6	Oxford	525 0 0 590 0 0	822 15 10
Monte Carlo	1,375 0 0	1,949 0 10	1900A	980 0 0	1,389 9 2	Series 88 Super	1,640 0 0	2,324 9 2
Safari estate car	1,375 0 0	1,949 0 10	Full-light saloon FORD (Britain)	1,385, 0 0	1,963 4 2	Super (Two-tone)	1,645 0 0	2,331 10 10 2,813 4 2
3-litre	1,285 0 0	1,821 10 10	Popular	275 0 0 360 0 0	390 14 2 511 2 6	Starfire coupé	2.080 0 0	2,947 15 18
ARMSTRONG .	1,300 0 0	1,927 13 10	Prefect	395 0 0	560 14 2	Clipper Super	-	-
Sapphire (synchro-			Consul Convertible	570 0 0	666 19 2 808 12 6	Two-tone	-	-
mesh box) Sapphire (preselector)	1,215 0 0	1,722 7 6	Zephyr Six Convertible	532 0 0 677 0 0	754 15 10 960 4 4	Junior sports	771 6 0 873 14 0	1,100 0 0
Sapphire (automatic)	1,404 0 0	1,990 2 6	Zephyr Zodiac	600 0 0	851 2 6	PARAMOUNT	43.00	
DB2-4	1,925 0 0	2,728 4 2	FORD (Canada) Customline	1,448 17 6	2,050 0 0	Ten tourer	625 0 0 675 0 0	957 3 4
Drop-head coupé DB3S competition	2,025 0 0 2,600 0 0	2,869 17 6 3,684 9 2	FRAZER-NASH Mark II 2-seater	2,250 0 0	3,188 12 6	PEUGEOT Type 203	695 0 0	985 0 0
AUSTIN			Targa Florio Gran			Station wagon	795 0 0	1,129 9 2
A 30 Seven 2-door	335 0 0 355 0 0	475 14 2 504 0 10	Le Mans coupé	2,250 0 0	3,188 12 6	Savoy	1,404 0 0	2,045 19 4
Countryman A.40 Cambridge 2-door	395 0 0	560 14 2 649 19 2	Sebring 2-seater Turismo coupé	2,500 0 0 1,950 0 0	3,542 15 10 2,763 12 6	PONTIAC Four-door	-	2,050 0 0
Four-door	468 0 0	666 12 6	HEALEY	1,750 0 0	2,763 12 6	Convertible PORSCHE	-	3,200 0 0
A.50 four-door A.90 Westminster	478 0 0 558 0 0	678 5 ID 791 12 6	2-seater	750 0 0	1,063 12 6	Type 356 coupé	1,260 0 0	1,786 2 6
- A,135 Princess	1,540 0 0	2,182 15 10 2,353 12 6	HILLMAN	1,250 0 0	Export only	Cabriolet Super coupé	1,380 0 0	1,956 2 6 1,956 2 6 2,126 2 6
Limousine, L.W.B.	1,750 0 0	2,480 5 10 2,480 5 10	Minx Special	458 0 0	649 19 2	Super cabriolet Type 550 Spyder	1,500 0 0	2,126 2 6 3,847 7 6
BENTLEY			Estate car Minx de luxe	540 0 0 480 0 0	766 2 6 681 2 6	RENAULT 750 fixed-head	422 10. 0	599 (3 4
Chassis Sports saloon	2,270 0 0 3,100 0 0	3,216 F9 2 4,392 F5 F0	Californian	520 0 0 520 0 0	737 15 10	Convertible	550 0 0	780 5 10
Radford Countrymen Abbott saloon	3,880 0 0 4,260 0 0	5,497 15 10	Husky	398 0 0	564 19 2	R1063 2-litre Frégate	790 0 0 829 0 0	1,148 12 6
Park Ward D.H. coupé	4,280 0 0	6,064 9 2	If-litre 2-seater	895 0 0	1,269 0 10	RILEY	800 0 0	1,134 9 2
Hooper 4-door Freestone and Webb	4,445 0 0	6,298 4 2	Jet Liner	1,360 0 0	1,927 15 10	24-litre Pathfinder	875 0 0	1,240 14 2
James Young 4-door	4,545 0 0	6,439 17 6 6,510 14 2	Super Wasp	1,630 0 0	2,310 5 10	Silver Wraith charsis	2,445 0 0	3,464 17 6
Continental: Park Ward saloon	4,600 0 0	6,517 15 10	Hornet	1,867 0 0	2,646 0 10	Park Ward touring	4,695 0 0	6,652 7 6
Park Ward coupé	4,600 0 0	6,517 15 10	Hawk Mark VI Touring limousine	695 0 0 775 0 0	985 14 2	Park Ward limousine Mulliner limousine	4,845 0 0 4,895 0 0	6,864 17 6
Mulliner sports saloon	4,890 0 0	6,928 12 6	Super Snipe Mark IV	985 0 0	1,396 10 10	Hooper limousine Freestone and Webb	4 845 0 0	6,864 17 6
6.M.W.	1,400 0 0	1,984 9 2	Touring limousine	1,065 0 0	1,509 17 6	limousine	4,940 0 0	6,999 9 2
Type 502	2,100 0 0	2,976 2 6	Mark VII XK140 2-seater	1,140 0 0	1,6/6 2 6	James Young saloon Silver Dawn	4,970 0 0 3,250 0 0	7,041 19 2
F.H. coupé BORGWARD	2,750 0 0	3,896 19 2	D.H. coupé	1,160 0 0	1,644 9 2	Park Ward coupé Radford Countryman	4,430 0 0	6,276 19 2 5,710 5 10
1500 isabella 2400 sports saloon	798 0 11 1,287 16 9	1,131 13 10	F.H. coupé D-type 2-seater	1,140 0 0	1,616 2 6 2,685 14 2	ROVER	820 0 0	1,162 15 10
Saloon (Hansamatic)	1,380 1 8	1,956 4 10	JENSEN Interceptor	1,700 0 0	2,409 9 2	75	895 0 0	1,269 0 10
2400 Pullman Pullman (Hansamatic)	1,409 2 1	1,997 7 2 2,129 0 9	Model 541 Abbott coupé	1,285 0 0 1,735 0 0	1,821 10. 5	90	915 0 0	1,297 7 6
Type 403	2,100 0 0	2,976 2 6	KAISER	1,733 0 0		Aronde	599 0 0	849 14 2
Type 404 Type 405	2,350 0 0	3,330 5 10	Special 4-door	-	2,250 0 0	S.M. roadster	510 0 0	723 12 6
Abbott D.H. coupe	2,250 0 0	3,188 12 6	KIEFT	1 100 0 0		Hunter	687 10 0	
Century 4-door	1,897 0 0	2,687 10 6	Sports 2-seater		1,559 9 2	Station wagon	630 0 0 700 0 0	993 12 6 992 15 10
Super 4-door	2,023 0 0	2,866 4 1	Two-door	2,260 0 0	3,202 15 10 3,401 2 6	STANDARD	339 0 0	481 7 6
Special 4-door	3,105 0 0	4,398 17 9	D.H. coupé LANCHESTER	2,400 0 0	3,401 2 6	Eight	409 0 0	580 10 10
CHEVROLET Bel Air 4-door	1 270 0 0	1,800 5 10	Sprice	760 0 0	1,077 15 10	Estate car Vanguard	460 0 0 555 0 0	652 15 10 787 7 6
Two-Ten 4-door	1,225 0 0	1,736 10 10	Appia	1,250 0 0	1,771 19 2	Estate car	633 0 0	897 17 6
CHRYSLER Windsor	2,021 0 0	2,868 19 6	Aurelia, Series II	2,020 0 0	2,862 15 10	Mark III	795 0 0	1,127 7 6
New Yorker	2,318 0 0	3,289 19 11	Aurelia Gran Turismo 2500	2,450 0 0	3,471 19 2	Convertible Alpine 2-seater (with		1,198 4 2
2 c.v	398 0 0	564 19 2	LEA-FRANCIS Fourteen	1,130 0 0	1,601 19 2	swallow	855 0 0	1,212 7 6
Big 15	685 0 0 740 0 0	1,049 9 2	Estate car	1,130 0 0	1,601 19 2	DORETTI	777 0 0	1,101 17 6
DAIMLER	1,040 8 0	1,491 9 2	24-litre Sports	1,240 0 0	1,757 15 10	TRIUMPH		
Conquest	1,066 0 0	1,511 5 10	Capri Fordor	2,375 0 0	3,479 0 0	TR2 2-seater TR2 Hard top	625 0 0 670 0 0	950 5 10
Roadster	1,180 0 0	1,672 15 10	MERCEDES-BENZ	975 0 0	1,382 7 6	Renown	775 0 0	1,099 0 10
Century	1,235 0 0	1,661 9 2	170 S-D (diesel)	1,125 0 0	1,594 17 6	Wyvern	495 0 0	702 7 6 759 0 10
34-litre Regency Sportsman's saloon	1,640 0 0	2,324 9 2	180 (diesel)	1,195 0 0	1,694 0 10	Velax	535 0 0 595 0 0	844 0 10
41-litre Regency Sportsman's saloon	1,960 0 0	2,777 15 10	220 220a	1,427 0 0	2,022 14 2 2 2,123 8 3	VOLKSWAGEN	422 10 0	599 13 4
Regina Heoper limou-	1		3006	2,329 0 0	3,300 10 10 5,528 19 2	De Luxe	486 0 0	689 12 6
DELLOW A	4,385 0 0	1	300SL	3,902 0 0 3,100 0 0	4,392 13 10	Ace	1,296 0 0	1,836 4 9
Mark II Two-eester Mark V Lightweight	448 0 0	636 0 0	WE Monterey Ferder	1,806 0 0	2,605 14 5	WOLSELEY	1,306 9 2	1,895 0 0
2-seacor	467 0 0	662 0 0	M.G.			Four Forty-four	595 0 0	844 0 10 950 5 10
DE SOTO Diplomat Custom	1 460 0 0	2,070 5 9	TF Midget 2-seater Magnette	550 0 0	780 5 10	Six-Eighty Six-Ninety	750 0 0	



The slightly tail-down attitude of the unladen Cresta gives it a force-ful look. The flush sides are relieved by chromium-plated beadings. Slightly overlarge nove plates on the w heels can be damaged by high kerbs. The flashes at the top of the front wings greatly assist in widthjudging

Autocar ROAD TESTS

No. 1552 :

VAUXHALL CRESTA SALOON

T is a sign of the times and an indication of the rise in the standard of living that manufacturers are beginning to offer de luxe or special equipment versions of their production models. Nowadays they are not so termed, but the Vauxhall Cresta is, in effect, a special equipment edition of the Velox, having many additional fittings and a range of distinctive two-colour finishes. Though it is essentially a family car, among the extras available (as with the Velox) is a high-compression cylinder head giving a ratio of 7.3 to 1 instead of the standard 6.5. The increased performance thus brought about raises the car out of the bread-and-butter, family saloon class and gives it a particular appeal to those who enjoy driving for its own sake and who, for family and business reasons, are compelled to forsake the out-and-out sports car. What is more, the Cresta achieves all this at the low basic price of £595.



One's first impression of the Cresta on taking it over is the ease with which it is driven and the short time needed to become completely familiar with it. The car was driven straight away into London's rush-hour traffic on a wet night—hardly ideal conditions in which to drive a strange car. However, the Cresta has chromium-plated wing ornaments which make both wings clearly visible from the driving seat and help considerably in judging the car's width.

At first one tends to use the three-speed gear box more than is necessary, particularly if accustomed to a four-speed box. Before long, however, one is aware of what is, perhaps, the car's outstanding quality—the flexibility of the engine. For experiment it was driven through South London, using top gear only except for moving off. On level ground the engine will pull away from 5 m.p.h. in top without snatch—a performance which is unexpected with a compression ratio of 7.3 to 1.

In contrast with this is the ability of the "over-square" (79.37 by 76.20mm) engine to rev. On the open road the car will reach 60 m.p.h. in second gear and there is no sense of the lack of another ratio below top. It will cruise happily at 70 m.p.h., a speed which is reached quickly; above this the increase is slower and a fair distance is required to reach the maximum. On one or two occasions 84 m.p.h. was seen on the speedometer, which is accurate within 0.5 per cent at 80 m.p.h. The acceleration from rest through the gears is brisk, and the somewhat light rear end of the unladen car will allow considerable wheelspin on wet roads. One changes into top at between

Restyling the radiator grille has produced a much less ponderous frontal aspect. Bumpers and overriders are substantial, though their mountings might be more robust

ROAD TEST

continued

40 and 50 m.p.h. and there is an appreciable "dig in the back" as the car is accelerated up to 60 m.p.h. in top. Unless one has full knowledge of the prevailing road conditions and the driver concerned, average speed figures are valueless, but the car is capable of covering the ground very quickly and can put up some impressive figures.

The majority of main road hills are climbed easily in top gear, the engine's maximum torque being produced at 2,000 r.p.m.—a road speed of 37 m.p.h. On several occasions during the test period the speed was allowed to drop down to 15 m.p.h. on quite appreciable gradients and the car would pull away comfortably in top. It is in this respect that its dual personality is seen—when one is in the mood for enterprising driving the gear box can be used with considerable effect, but the car is equally suited to pottering in top.

Noise Level

At idling speeds the engine is almost inaudible to the occupants. When it is revved, however, one is aware of it and the exhaust note becomes audible; it is not loud, but gives the impression that there is something useful at work beneath the bonnet. When the Cresta is accelerated hard there is a power roar from the carburettor intake, but this occurs only when the full power is used. The engine quickly reaches its working temperature after a cold start and the choke is required only for a few aeconds; acceleration is good even shortly after moving off with a cold engine.

Transmission noise is pleasantly subdued, and is confined to a slight hum from the intermediate gears. The clutch is beautifully smooth and, if used gently, will move the car away on a level road in top gear. Pedal travel is normal, though the pressure might seem slightly heavy to a woman driver. In the somewhat extreme conditions of the test, when the acceleration figures were taken and full throttle gear changes employed, there was a tendency for the clutch to spin; in normal conditions there was no trace whatsoever of slip. Synchromesh is provided on second and top gears and in no circumstances did it seem possible to override it. The steering column gear change, having the advantage of a simple linkage with

only three forward speeds, is excellent. There is no lost movement and the lever travels almost with the precision of a switch.

The suspension—soft by pre-war standards but in keeping with the modern trend—deals with rough surfaces admirably and the ride in both front and rear seats is comfortable. The characteristic found with American suspensions, where the tail dips down under acceleration and the front "bows" under braking, is there, but not to any tiresome extent, and certainly not to the degree of producing car sickness. With the tyres at the recommended pressures of 24 lb per sq in all round there was a slight feeling of "wander" on straight stretches and oversteer on corners. Pressures were increased to 29 lb all round, which greatly reduced this and appeared to have no adverse effect on comfort. When the car corners fast there is an appreciable roll and a trace of pitching, but it takes the bend well without wandering from the chosen line.

well without wandering from the chosen line.

The recirculating ball type steering—low geared at 3½ turns from lock to lock—is a little indirect for quick changes of direction or skid correcting. There is a flexible coupling in the steering column, just above the steering box, which helps to remove road shocks and, to a large extent, eliminates the feel of the road at the same time; one is, however, able to detect when the front wheels are sliding. Castor action is strong, the wheel spinning back between the fingers after a corner. It is not, perhaps, the ideal steering for a car with a performance that encourages enterprising driving, though the action itself is light and

the steering lock excellent. The Vauxhall-Lockheed brakes on the car tested required above normal pedal pressures to stop from high speeds, though from low speeds they were good. There was no grabbing, nor did they pull the car from the straight when applied hard, and there was very little increase in pedal travel at the end of the test period. In view of the excellent braking performance of the four Velox saloons tested by The Autocar since 1948, it is felt that any inadequacy was peculiar to this particular car. The hand brake, placed on the floor to the right of the driving seat, is robust and very convenient; a small guard protects the pawl button from accidental release. This brake, operating mechanically on

Entry to the front and rear compartments is easy and the seats will take three passengers, though the two-colour leather upholstery belies this fact. Instruments are neatly loid out; the handbrake is accessible and robust and the front seat adjustment is unusually convenient, by means of a centrally placed, substantial lever





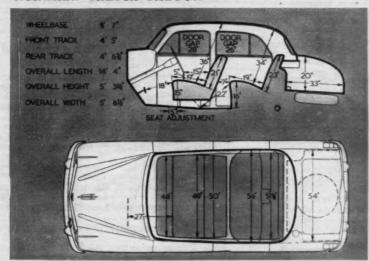
the rear wheels only, is powerful, will hold the car in either direction on the steepest hills and will pull it up in an

A sufficiently wide range of adjustment is available for the bench front seat to suit all sizes of driver. The adjustment itself is convenient, by a lever in the middle of the seat near the floor. The instrument layout is a great improvement on the "piano-key" arrangement of last year's Velox and Wyvern models. The driving position is good, though visibility through the considerably curved and raked screen is impaired by the thick pillars. The fact that the screen is some distance from the driver does not, in normal circumstances, cause any worry; in wet weather, however, when mud is thrown up on the screen, there is a central area which is left unswept by the wipers and which causes a small blind spot. The self-parking wipers—camshaft driven and therefore varying the speed of their sweep with engine revolutions-are powerful and, in conjunction with screen washer, will remove comparatively thick mud.

Four large knobs on the facia operate the choke, starter, windscreen wiper (and washer, by means of a central button) and lights. The rheostat controlled instrument lighting is operated by turning the light switch. The large, clearly marked speedometer dial (graduated in one m.p.h. intervals) is unobscured by the twin-spoke steering wheel and includes a fuel level gauge, radiator thermometer, main beam indicator, ignition and oil pressure warning lights and a repeater light for "winking" traffic indicators. None of these lights is bright enough to cause a distraction at night.

Matching the speedometer to the left of the facia, and also slightly hooded, is a space for the loudspeaker when a radio is fitted; in the centre of this is the electric clock. A large, lockable glove compartment is situated below the switches and is illuminated automatically within when the lid is

VAUXHALL CRESTA SALOON



Measurements in these in to Ift scale body diagrams are taken with the driving seat in the central position of fore and aft adjustment and with the seat cushions uncompressed

PERFORMANCE

ACCELERATION: from constant speeds.

Speed Range, Gear Ratios and Time in sec.

M.P.H.	4.125 to 1	6.725 to 1	12.798 to
10-30	 8.3	4.5	3.0
20-40	 8.3	5.1	-
30-50	 9.5	6.9	-
40-60	 11.4	ment .	in
50-70	 15.4	-	-
Venez en	 brough gen		

M.P.H. Standing quarter mile, 21.2 sec.

Gear			M.P.H. (normal and max.)	K.P.H. (normal and max.)
Top (mean)			80.8	130.0
(best)			83.5	134.4
2nd	**	**	48-60	77.2-96.6
lat	**		20-32	32.2-51.5

TRACTIVE RESISTANCE: 41.4 lb per ton

TRACTIVE EFFORT:

Top Second		(1	Puli b per ton) 246 370	Equivalent Gradient 1 in 9 1 in 6
BRAKES:				
Efficie 49 per 70 per 75 per	cent		1	ressure (lb) 50 00 80

FUEL CONSUMPTION:

24.1 m.p.g. overall for 590 miles (11.7 litres per 100 km.). Approximate normal range 22-28 m.p.g. (12.8-10.1 litres per 100 km). Fuel, First grade.

WEATHER: Dull and misty; damp surface;

no wind.

Air temperature 38 deg F.

Acceleration figures are the means of several runs in opposite directions.

Tractive effort and resistance obtained by Tapley meter.

Model described in The Auteeur of October 8,

SPEEDOMETER CORRECTION: M.P.H.

Car speedometer True speed	**	10	20	30	40	50	60	70	80	84
True speed	**	10	20	30	40	50	60	70	79.6	83.5

- DATA

PRICE (basic), with saloon body, £595.
British purchase tax, £249 0s 10d. Total
(in Great Britain), £844 0s 10d. Bxtras:
Radio £21 plus £4 7s 11d purchase tax.

ENGINE: Capacity 2,262 c.c. (138 cu in).
Number of cylinders: 6.
Bore and stroke: 79.37 × 76.20 mm (3½ × 3in).
Valve gear: Overhead; push rods.
Compression ratio: 7.3 to 1.
B.H.P.: 67.5 at 4,000 r.p.m. (B.H.P. per ton laden 52.2).
Torque: 114 lb ft at 2.000 r.p.m.

laden 52.2). Torque: 114 lb ft at 2,000 r.p.m.

M.P.H. per 1,000 r.p.m. on top gear, 18.4.

WEIGHT: (with 5 gals fuel), 23 cwt (2,555 lb). Weight distribution (per cent): F, 54.8; R, 45.2.

Laden as tested: 26 cwt (2,895 lb). Lb per c.c. (laden): 1.2.

BRAKES: Type: F, leading and trailing; R, leading and trailing.

Method of operation: F, Hydraulic; R, Hydraulic; R,

Method of operation: F, Hydraulic; R, Hydraulic.

Drum dimensions: F, 9.13in diameter; 1.5in wide. R, 9.13in diameter; 1.25in wide.

Lining area: F, 54.8 aq in. R, 45.8 sq in (78 aq in per ton laden).

TYRES: 5.90—15in.

Pressures (lb per sq in): F, 24; R, 24 (normal).
F, 29; R, 29 (for fast driving).

TANK CAPACITY: 11 Imperial gallons.

Oil sump, 10 pints.

Cooling system, 174 pints (plus 1 pint if heater is fitted).

TURNING CIRCLE: 38 ft (L and R).

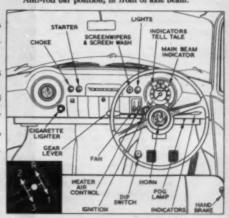
Steering wheel turns (lock to lock): 31.

DIMENSIONS: Wheelbase: 8ft 7in.
Track: F, 4ft 5in; R, 4ft 6jin.
Length (overall): 14ft 4jin.
Height: 5ft 3jin.
Width: 5ft 6jin.

Ground clearance: 7in.
Frontal area: 22.5 sq ft (approximately). ELECTRICAL SYSTEM:12-volt; 53 ampère-

hour battery. Head lights: Double dip; 42-36 watt bulbs.

SUSPENSION: Front, Independent; coil springs and wishbones. Rear, half-elliptic. Anti-roll bar position; in front of axle beam.





By stewing the spare wheel beneath the car and using a bolster-type fuel tank, the manufacturers have achieved a large, uncluttered locker. Tools are stowed in the small recess at the top and the jack is held by a spring fastener on the left side of the locker

from icing or misting. In conjunction with the ventilating windows in the front doors, which have a strong extractor effect, it is possible to maintain the interior at a comfortable temperature when it is freezing outside.

The luggage locker, with lockable lid, is of admirable size and has a flat floor. The spare wheel is carried on a cradle beneath the car and is lowered by unscrewing (with the wheel nut spanner) the support bolt in the floor of the locker. A covered hole in the floor allows the spare to be inflated without removal. There is a separate tray for tools at the top of the locker where they cannot damage luggage. The jack is carried flat against the side of the locker and, when in use, fits into a socket below the front door in each side of the car, lifting both wheels on that side. The 11-gallon boister-type fuel tank is between the rear seat back rest and the luggage locker. A thoughtful detail is a vent which allows the full flow from an electric pump without causing an air lock.

Again, where high performance is one of a car's attributes, a good lighting system is a prerequisite; though the head lamp beam is adequate for speeds up to 60 m.p.h., more light would be desirable for prolonged, fast travel by night.

ROAD TEST

opened. To the left of this is an ashtray and cigar lighter and, to the right, the heater controls and ignition switch. The dipswitch is foot operated, to the left of the clutch pedal, and the self-cancelling traffic indicator switch is very conveniently mounted on the steering column within easy reach of the fingers of the right hand. The range of the driving mirror is limited by the cut-off caused by the top edge of the rear window, and one finds oneself referring to the wing mounted, external mirror for long-term information of what is going on astern. The driving compartment layout is well thought out and good; within a very short time one is familiar with all the controls and instruments.

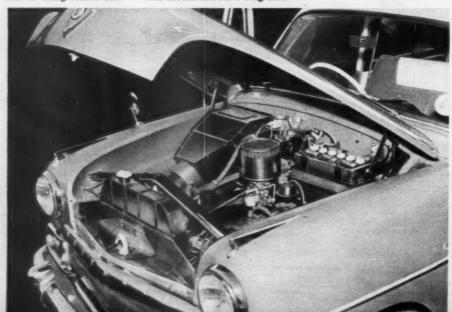
The body is easily entered at both front and rear. Legroom at the front is not acquired at the expense of rear seat passengers; with the front seat as far back as it will go there is still adequate legroom at the rear, helped by a foot recess beneath the front seat. The seats are comfortable and will accommodate six people, though an impression is given by the two-colour leather upholstery that they are narrower than is the case. The interior of the car is automatically illuminated when the doors are opened and the interior light can also be operated by hand. Push-button door locks (both inside and out) are supplemented by door handles and the doors are locked by small, horizontally sliding bolts which also lock the direct-lift windows in the closed position. The ignition key serves only to unlock both front doors, and it is well to remember to remove the key when leaving the car for fear of being locked out.

An efficient heater is standard in the Cresta and was found to warm the interior of the car quickly after a night in the open, and also to keep the windscreen free continued

The bonnet is self supporting and is released by a catch in the radiator grille. Were it not for the rather large heater installation the auxiliaries would be very accessible. The heater, mounted to the right of the engine masks the dipstick, the rearmost three sparking plugs and the mechanical fuel pump. The auxiliaries to the left—carburettor, dynamo, battery and screen washer bottle—are all easily reached. There are 19 points on the front suspension and steering which require attention with the oil gun at 1,000-mile intervals, apart from the routine oil level checks. There is no provision for a starting handle.

Fuel consumption throughout the test period proved commendably low; the best figure for main road motoring, combined with a fair proportion of London traffic, produced a return of 27.6 m.p.g. A minimum figure of 21 m.p.g. included some very uneconomical fast runs when the car's performance was used to its full extent. It would be difficult to obtain a figure worse than this. Oil consumption was slightly on the high side; at a mileage of 3,487 when the car was taken over the engine had not properly bedded down and, after 590 miles, three pints of oil had been used.

Such criticisms as have been made of the Cresta must be considered in relation to its very low basic price. The fact remains that its performance is excellent, its road manners are adequate and its passenger comfort is of a high standard. The styling is one of the better examples of the modern, flush-sided trend and the paintwork and finish are excellent and should last for a long time.



The large heater installation makes access to the dipstick and the rearmost three plugs rother difficult. Auxiliaries to the left of the engine are easily reached. The release for the bennet lock is located in the grille, not within the car

Janihaco

NEW YEAR RESOLUTIONS





.. and to have my brakes tested regularly! .. and to have my brakes tested regularly!





.. and to have my brakes tested regularly! .. and to have my brakes tested regularly!



And, when I have a reline, to look for the Ferodo label on the steering wheel!

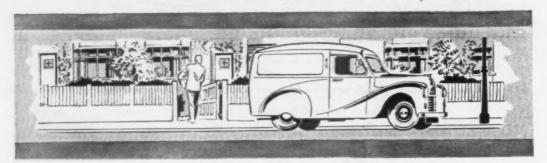
Regular brake testing may save life must save money FERODO
ANTI-FADE
BRAKE LININGS

The driving spirit





from counter



to customer

From heavy transport vehicles to small delivery vans—
Dominion is the driving spirit that you can depend on for good performance. This non-premium spirit is distributed and guaranteed by the National Benzole Company Limited, the organisation owned and entirely controlled by the producers of British Benzole.

DOMINION - depend on it!

D2/C

Wooden-slatted Back

AST summer, a Regal luggage roof rack with ash slats was reviewed. The metal frame was plated before finishing with a stoved aluminium enamel, and was of channel sections, to receive the English ash cross pieces. It was then remarked that the rack was a very elegant one, with its wooden slats, rather remainsent of Continental practice, and well scent of Continental practice, and well finished. But it was thought that it was a light duty model, for hand luggage, and not the thing for anything very hard and heavy, such as a full Jerrican, or spare wheels with snow tyres. The rack which is 3ft lin by 3ft 9in, can be fitted to correspond with the roof width. A new edition has been much fortified with



The Regal roof rack on a Riley. For domed roofs there are telescopic feet. Clamps on all sides enable it to be mounted with its greater or its less dimension as the width

ACCESSORIES

a strong steel tube which supports the middle of the slats. Channels are retained for the side members into which the slats enter, but they are joined to the tubular retaining rails by a pillar (which is the anchorage for the clamps) and so form strong sides. The rack retains its strong sides. The rack retains its elegance, but is much stronger. After testing with considerable weights, it is considered that the rack is fully capable of bearing the stress of spare tyres, Jerricans, and so on.

The makers are Frank Bros., 129, Kingston Road, New Malden, Surrey, and the price is £5 19s 6d, carriage free.

Repairing Fibreglass Bodywork

THERE is now a considerable amount of glass-fibre bodywork in use, for which repair kits are available. One is by Micron Plastics, 1, Chapel Street, Uxbridge, Middlesex.

These Microbond kits consist of glass mat, Fibreglass in its loose, fibrous state; polyester resin mixed with fillers, and setting compounds. For repair, cracks

polyester resin mixed with fillers, and setting compounds. For repair, cracks are V-ed and damaged edges shaped. Resin is applied, then glass mat and resin layers which stand proud. After curing, they are ground or filed down flush to restore the original bodywork contour. There is slight loss of strength, but a damaged area can be backed by adding extra thickness on the inside. To repair serious damage, a new section of bodyserious damage, a new section of body-work can be bonded in. The processes are not skilled, nor are times and tem-

peratures very critical.

The No. 1 kit of 8 oz costs 12s 6d; the No. 2, 1 lb, 17s 6d; the No. 3, 2 lb. £1 8s 6d; and the No. 4, 4 lb, £2 5s.

Map Reading

THE small scale maps ordinarily carried by motorists can be difficult to read by the usual car interior lighting, and it is to meet this difficulty that the Enbecco Magnalite is designed. It has a 2½ in lens and a handle which houses a No. 8 buttery, the whole being 7in long. The lens that the map is the state of th very, the whole being 7in long. The lens is hinged to the handle, and the map reader can be folded to 4½in.

A small, shielded bulb illuminates the mip evenly and uses little current. The finish is nickel plating. The retail price



is £2 7s 6d, postage 1s. The makers are Newbold and Bulford, Ltd., Enbecco House, Rogers Street, Gray's Inn Road, London, W.C.1, who are scientific instrument makers.

The Magnalite is strong and neat in construction and finish. The optical quality of the lens seems high, and the magnification just right—large enough to bring up the smallest-scale detail, but taking in a useful area of map.

The Microbond kit for repairing glass fibre bodies. The glass fibre matting is in the loose condition: it is filled and set with resins after it has been shaped in place

The Magnalite map lamp and lens in use on a small scale map. The frosted bulb is shielded by the little tangue seen through the lens, and the battery is housed in the tubular handle



NOT CRACKERS





(Above, left) Two chefs get to work on the roast ox at the open-oir barbecue; over 2,000 slices were sold. (Above, right) Winner of the Christmas Trophy formula 3 race: Ivor Bueb in his Cooper-Norton



A feature of the formule libre race was the duel (above) between D. Beauman's Connaught and A. E. Marsh's I,100 c.c. Cooper-J.A.P., here seen just before Paddock Bend. (Below) The start of the race, with Leston's Cooper-J.A.P., Spero's Maserati and Crook's Cooper-Bristol in the foreground



CHRISTMAS RACE MEETING AT BRANDS HATCH ON BOXING DAY PROVES GREAT

SUCCESS '

As briefly reported in last week's issue of The Autocar, the race meeting organized by the B.R.S.C.C. at Brands Hatch on Boxing Day, Monday, December 27, was an immense success. Of course, this was a purely experimental venture; had the weather been unkind to the extent of covering the circuit with seasonable snow or ice, matters would have been very different—the meeting would in all probability have had to have been abandoned.

But this did not happen; the day was a singularly good one, with bright sunshine. Of course, it was hardly warm, and dusk came early; but, apart from these two inevitable factors, the weather was far better than had been the case for many of the summer meetings during 1954.

In the circumstances, it was not surprising that a large crowd turned out to watch. It had hardly been expected, though, that the attendance figures would prove a record for the circuit; the number of spectators approached the 50,000 mark, and at one time cars were queueing for nearly three miles along the main London-Maidstone road (A20) up to the main entrance.

Party Games

And there was plenty for the speciators to see. The varied programme included races for formula 3 cars, formule libre racing cars, and sports cars of different sizes, and some excellent duels and close finishes resulted. The Yuletide Trophy formula 3 race—for those drivers who had not previously finished first or second in a race of that category—featured close racing in its two heats, while in the final the duel for first place between C. M. Lund's Cooper and S. W. Creamer's Creamer Special kept the crowd on its toes until Lund's engine gave up the struggle three laps from the end.

The formule libre race attracted a mixed

The formule libre race attracted a mixed bag of cars, from the 1,100 c.c. Cooper-JA.P.s of L. Leston and A. E. Marsh through the 2-litre Connaught driven by Don Beauman to the two elderly Maseratis (H. C. Spero's 3-litre ex-Whitney Straight model and J. Russell in T. A. S. O. Mathieson's 4CL). The Coopers got away at the start and Leston led from Marsh; then the latter got in front, while Beauman, driving very hard, brought the Connaught up through the field. There was one shattering moment when Beauman spun right round while braking over-hard for Paddock Bend; but he lost only one place, the car not actually stopping, and before long passed Leston, whose engine was beginning to missire. The Connaught and Marsh's Cooper dominated the rest of the race, with Beauman finishing two seconds in front; Horace Gould, new to Brands

Hatch, brought the Equipe Devone Cooper-Bristol home in third place.

The race for 1½-litre sports cars was at first dominated by the Lotus cars of J. Coombs and J. B. Naylor (Connaught-and M.G.-engined respectively); but the latter dropped back with engine trouble, and D. Blakeley's new Emperor-H.R.G. came into the picture to finish a strong second. Coombs appeared again in the unlimited sports car gace, but was forced second. Coombs appeared again in the unlimited sports car race, but was forced to give best to T. A. D. Crook and his well-known maroon Cooper-Bristol-which, after all, had an extra half-litre of engine capacity. Rudd's A.C. Ace went extremely well until (whisper it!) it ran out of fuel, and third place went to D. Margulies in his recently acquired Jaguar XK 120C, the first appearance of this model on this circuit. It was in this race that on this circuit. It was in this race that the only untoward occurrence of the day happened, when H. W. Walker's Austin-Healey and S. F. Wilder's Porsche became involved on Paddock Bend; both cars ran off the road on the inside of the circuit, unfortunately collecting and slightly injuring a photographer en route.

Auld Acquaintances

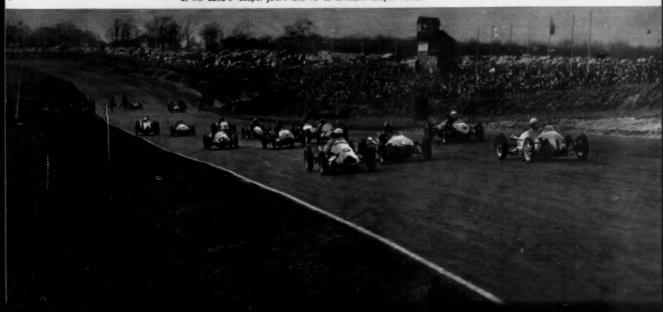
Last, but by no means least, came the Christmas Trophy formula 3 race, with many of the best-known drivers participat-ing. Les Leston led at first in the new Mark 9 Cooper, but was passed by Ivor Mark 9 Cooper, but was passed by Ivor Bueb (also Cooper-mounted), and the latter proceeded to run away from the field. Behind him, however, the battle raged; Don Parker, fighting hard with his famous Kieft for his championship hopes, caught and passed Leston to lie second, but spun round at Clearways on the 13th lap. Stuart Lewis-Evans, late off the line, came right through the field in his Cooper, breaking the formula 3 lan record in the breaking the formula 3 lap record in the process, to take second place, but behind him Leston held off Parker to finish third and reverse the half-point difference be-tween the two drivers to win the 1954 championship. A very keen struggle, and a very good meeting indeed. Results in full were given on page 1038 of last week's



Needle match; Don Parker in his Kieft leads from Les Leston in the new Mark 9 Cooper during their personal duel in the Christmas Trophy race. Leston finished in front, and thereby won the annual formula 3 championship



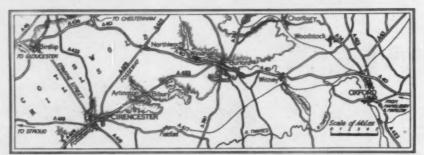
(Above) D. Blakeley takes his new Emperor-H.R.G. round the left-hand bend up to Clearways inside the Lotus-M.G. of J. B. Naylor. (Below) The start of the final of the Yuletide Trophy formula 3 race, with the Creamer Special (right—the eventual winner) snatching a narrow lead from C. M. Lund's Cooper-J.A.P. and A. E. Elliatt's Cooper-Norton



THE AUTOCAR, 7 JANUARY 1955

INTO

ALL THE YEAR ROUND



By SHIRLEY CARPENTER

SOME journeys leave a series of little pictures in one's mind, each picture surrounded by the delicate eggshell of memory which, when pricked, spills out its glory of white and yellow. Now that early autumn has turned to winter and the days are overhung by wind-picked clouds, it is good to bask again in the warmth of a trip made in the golden sunlight of three months ago.

We started late, not until one o'clock, but the morning had been dull and as we headed westwards from home we were glad of the lateness, and of the sun which beckoned us on. We turned off A40 just after Beaconsfield, headed towards the Thames and travelled through busy Marlow, keeping north of the river. Out into the country again, and each field vied with the next for the richness of its green, heightened by the recent rain. The trees had kept their leaves late, and the only signs of autumn were patches of golden leaves which hung, yellow like huge, prickly conker shells, amongst the dense green foliage, and caught the golden sunlight to show off its brightness. Brown and white cows chewed slowly in the fields, keeping company with red poppies.

We rounded a bend and a series of long, low roofs lay

We rounded a bend and a series of long, low roofs lay doggo on the right, imparting their warm rust colour to a dell. This was Hambleden village, Buckinghamshire, but ask my navigator how we got there, for I just obeyed orders. The gazetteer says of Hambleden: "H. Manor House (1604) is a seat. Here Charles I was hidden." But we saw only the bright red creeper contrasting with the grey of a square church tower and a duller red creeper challenging both with its richness. We parked in the sun watching jackdaws wheel and fly in and out of the tower; I thought of going inside the church, but we did not, for

fear that my companions would think me pretentious. We spoke of Viscount Hambleden, the famous Smith whose name appears on many a station bookstall. He lives at the Manor House.

The next picture is more homely, of a blue and white tablecloth spread out beside the haystack, and sausage rolls and cheese, and ginger beer drunk with straws freshly picked from the neighbouring field. We continued westwards into the sun, which was strong enough to make vizors necessary all the afternoon.

Soon we had rejoined A40, whittled down in its upper reaches, like the River Thames whose upper valley skirts for a time. Turning right soon after the Oxford by-pass, we were heading towards the Cotswolds via Woodstock. Here the roads were quiet; the tempo of the traffic had been slowed down to match that of rural life. We forgot for a time that cars are used for more purposes than taking goods to the nearest market town and visiting the neighbouring farm. One could take a deep breath and rest on the peace of the countryside. London seemed far away. For miles and miles our car was the sole adventurer on the well-made roads; we nosed across narrow stone bridges, their edges zig-zag to shelter pedestrians from the traffic, and up wide main streets lined with mellow stone houses; we slowed behind a herd of cows plodding uphill and from one side to the other of the road. And as the roads became narrower towards the heart of the Cotswolds, we squeezed gingerly past a motor coach met unexpectedly on a thin bend.

Charlbury, Burford, and at Bibury famous Arlington Row seemed insignificant in the shade as I leaned in the warm sun over a stone bridge with six or seven other people, gazing down into the clear, swift brook. Beyond was a colourful and well-kept garden, and across the road the long, low Swan Hotel, covered with red creeper. We



"I leaned in the warm sun over a stone bridge with six or seven other people, gazing down into the clear, swift brook . . . across the road the long, low Swan Hotel, covered with red creeper"

THE AUTUMN SUN

ISOLATED DAYS OF SUNSHINE TEMPT THE MOTORIST AWAY FROM HOME

forged on and on, up steep hills and narrow twisting roads, hoping that nothing would come in the other direction. Hedges had long ago yielded to stone walls, those Cots-wold stones which hold together by a miracle of balancing, unhelped by mortar. Flowers brightened each cottage front, a pool of brightness as dusk came.

Halfway down one steep hill the geometrical lines of Bagendon church appeared, merging happily with their setting; it had creeper, too. Just past this, we took a wrong turning, up a very narrow, muddy lane. It grew narrower and more muddy, until at last we stopped, realizing that we weren't getting anywhere. On the right was a wall, on the left a steep bank. Oh yes, I said confidently, I can back about 200 yards to the road; and demonstrated this by locking hard over to within a couple of inches of the wall. Several small and curious children were playing muddily under a tree on the left-hand bank; they helped us out of the impasse by saying that the car could turn round a few yards farther on. It did, luckily.

Showpiece

My next picture is one of less colourful but more mysterious tints. We had swung away from Cirencester and my friends promised that they would show me Birdlip. As always when somebody says you must see something, I made up my mind in advance not to be impressed. Right turn in Birdlip, and abruptly the left bank of the road fell away in a magnificent sweep towards the Severn valley. A grey evening mist shrouded the low country in mystery; A grey evening mist strouded the low country in mystery; little green knolls stuck up out of this blanket, and a gasometer nearly hid the towers of Gloucester cathedral. I have always wanted to visit Gloucester—now at least I have seen it, if only from far away. A cloud hid the reddening sun—it was a lighter grey than the mountain mass of Wales almost invisible on the horizon. I made a mental apology to my friends.

One hundred miles, and the farthest point of our journey. We travelled straight along Ermine Street towards Ciren-



"Bright red creeper contrasting with the grey of a square church tower and a duller red creeper challenging both with its richness"

cester, a Roman road leading to the old Roman capital. It was quite dark now and we sped hungrily towards Oxfora. As the car went down one slope, cat's-eyes on the opposite hill would light up in our head lights like strings of silver milk bottle tops hanging from the sky. between, a few dead leaves fluttered through the lighted tunnel and down into the road. Now they have all died and dropped and autumn has changed to winter.





TALKING OF SPORTS CARS: No. 357

Just like any other DB2? But this car carries same very distinctive markings today, such as the Le Mans plaque (below) on the instrument panel





VMF 64

A FAMOUS ASTON MARTIN

THE name of Aston Martin has stood high in the esteem of all connoisseurs of fast cars since the inception of the make, and there have been many particular cars which have achieved lasting fame in competition. But, in spite of the claims of "Bunny" and "Razor Blade," to name but two, one of the best competition records of any Aston Martin built must be that of VMF 64, one of the post-war team of DB2 saloons. In fact, this car has a record which probably has not been beaten by any other car of its era, regardless of make or nationality.

Three DB2 saloons were prepared for the 1950 Le Mans 24-hour race, and they bore the registration numbers VMF 63, 64 and 65. It was 64, driven by Lance Macklin and George Abecasis, which put up the best showing; equal first in the race on the handicap system, first in the 3-litre class, and fifth in general classification. Its next event was the production car race in the B.R.D.C. meeting at Silverstone, in which it was driven—with his typical verve and éclat—by the late Raymond Sommer, finishing second in its class. Then came the T.T., when Macklin handled it again, finishing eighth on handicap and third in the class; and finally (for 1950) Charles Brackenbury took it up Shelsley Walsh in 50.46 seconds.

In 1951 T. H. Wisdom drove the car

in the Mille Miglia, winning the class for production saloon cars above 2-litre capacity and finishing eleventh in the race as a whole. Then VMF 64 was stripped down and prepared for Le Mans once more, with sundry modifications including an increase in the compression ratio. In this race were some newer brethren, 64 being the old car of the team; but this time (driven by Macklin and Eric Thompson) it was again victorious in its class, third in general classification and fourth on handicap.

Almost without rest, the car was off again; now it was to take part in the Alpine Rally, again with Wisdom at the wheel. Races and rallies—all came alike to the versatile machine which gained a Coupe des Alpes and tied for first place in the 3-litre class with Wadsworth's Healey.

For the 1951 T.T. there was a new team of works-entered DB2s, and even a DB3, so that it seemed likely that VMF 64 might be pensioned off, as it were. But no—the 1952 Mille Miglia saw the warrior again in action with Wisdom driving; the result almost duplicated the previous year's—first in its class (Gran Turismo over 2-litre) and twelfth in general classification. And finally the same driver once more took VMF 64 over the Alps in the 1952 Alpine Rally, though not quite so suc-

With its front section hinged forward, the Aston Martin's engine compartment is really accessible. The twin-o.h.c. 2.6-litre engine with its twin S.U. carburettors fills the space between the box-section frome members; the left side coil spring for the trailing-link i.f.s. can also be seen



The classic three-quarter rear view gives an impression of toughness and speed—and the engraved panel in front of the passenger (below) tells a long story of success in competition

cessfully as in the previous year; fifteenth in general classification and fifth in the 3-litre class.

With that, the active competition career of VMF 64 came to an end; by then its two companions of the original 1950 Le Mans trio (VMF 63 and 65) had already passed into the hands of private owners, Eric Thompson and R. R. C. Walker being the fortunate purchasers. But the subject of this particular article refused to leave the firm, and still stays there today.

firm, and still stays there today.

For some time, "the old 'un" was rather anybody's baby; David Brown himself used it for many months as occasional personal transport. Eventually, it was decided that David Warren, sales manager to the Aston Martin firm, should have possession of the car for his frequent runs up and down the country. That is still the state of affairs at the present moment; Warren has now done a considerable mileage in VMF 64, and has never been let down; the only concession that has been made to its present comparatively humdrum existence is the refitting of the lower compression pistons, in the interests of a lower oil consumption than was provided by the high compression variety used during its later competition days.

A Busy Weekend

And now we come to the latter end of 1954, when I decided that the record of VMF 64 deserved recognition and the inclusion of the car in this present series. To that end, I succeeded in persuading the present owner to release his hold on the Aston Martin for a long weekend, to give me the opportunity of renewing my acquaintance with the breed and discovering for myself just how much of this particular car's history was evident in its everyday manners.

The weekend was a varied one, and included a visit to a large club's annual dinner and dance in the West End of London, a cross-country journey through Berkshire to the fringe of the West country, thence returning to Kent, and a swift peregrination up to and

through Cambridge to the fast roads of Cambridgeshire and the southern part of Norfolk. Throughout, the Aston Martin behaved like a perfect thoroughbred, with never a moment's hesitation.

Not many traces remain of the victorious past. The car is now finished in a becoming shade of green, in place





Two reminiscent photographs from its racing career: VMF 64 (above) at Silverstone with the late Raymond Sommer at the wheel, and (below) at Rome in the 1951 Mille Miglia, T. H. Wisdom driving





Lance Macklin at Le Mans in 1951, during the car's second successive class-winning year; for this race modifications were mode, including the fitting of the later type radiator grille

VMF 64 continued

of its sombre hue while engaged in serious business; the Le Mans identification lamp, which used to be let in to the right side rear quarter, has also been removed. The 28-gallon fuel tank remains as a reminder of the days when the reduction of refuelling stops to a minimum was an item of extreme

importance; what a capacity to see full! On the instrument panel are two plaques, each telling a story; one (in front of the driver) is a permanent echo of the Sarthe circuit, being the finisher's plaque issued to the car after its victorious run in the 1950 Le Mans race. The other one (beneath the glove

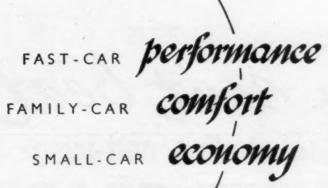
box, in front of the passenger) is an engraved record of the car's competition career, detailing the driver or drivers concerned in each event—and even, an oddly human touch, containing a spelling mistake!

Sheer performance is still there in plenty, and the car remains a joy to drive. The heater had been removed fortunately the weather was mild, and anyway who cares about a heater with that lovely gear box to play with, and the fascination of devouring the road in front and watching other vehicles, travelling in the same direction, come rushing towards you apparently in reverse? The typical booming exhaust note, music in the ears if a trifle strident at times, adds to the impression of unconquerable urge; the roadholding, justly famous, permits even the comparative tyro to place the car accurately in any circumstances. Only the brakes could be criticized, as in so many really fast cars; they needed adjustment, being slightly uneven and inclined to pull, and if used hard at high speeds were apt to judder. But even this is a relative matter; judged by the standards of the braking systems of lesser cars they were still remarkably powerful and free from fade.

Sixty in second, eighty or eighty-five in third-then into top and easily up to and over the magic hundred; on my mind VMF 64 left an indelible impression of being eager to go, still champing at the bit in the crowded road conditions so prevalent in this country today, and thankful for the derestriction sign and the sight of an unoccupied mile or two of main road, even if the time had to be past midnight before that happy state could be attained. Yes-a memorable car, worthy of her place in history and showing no signs of the trials and tribulations of a re-J. A. COOPER. markable career.



Wisdom takes VMF through the final test in the 1951 Alpine Rolly, in which he gained a Coupe des Alpes





REMEMBER

Quality and dependability are guaranteed by the B.M.C. Used-Car Warranty and you are certain of a good deal when you sell. This smart and graceful car brings Wolseley ownership within the reach of the man who demands something better than a large-scale production model, without paying a high price. The forward positioning of its lively engine and a well balanced power-to-weight ratio—give the utmost comfort for both driver and passengers. Its road-holding and cornering capabilities are outstanding. Its many clever and sensible amenities belie its moderate price. It is a beautiful car you will be all the more pleased to own because of its remarkable value.

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THE FINEST PETROL IN THE WORLD

NEWS and VIEWS this 1902 De Dion Bouton was named by

Attraction for Geneva

THE organizers of the international motor show of Geneva are planning a special attraction for their 25th anniversary display, which will open on March 10 next. It will bring together in one hall some of the most remarkable cars of the 19th and early 20th centuries produced by Great Britain, France, Germany, Italy, Belgium, Switzerland and the United States.

Saving Weight for Load

By the use of glass reinforced polyester resin for a 40-gallon fuel bunker tank, a product delivery pipe and a pair of mudguards on a road tanker, Shell-Mex and B.P., Ltd., and Semtex, Ltd., a subsidiary of Dunlop, saved half the weight of these items, and brought nearer plastic tankers with greater load carrying capacity. Tankers made of polyester are already being produced in America.

More on the Road

DURING October last 30,843 cars were registered for the first time, according to statistics issued by the Ministry of Transport. This makes the total 313,030 for the first ten months of the year. Among the registrations were 8,685 in the 800 to 900 c.c. class (making 73,867 in ten months); 6,621 in the 1,100 to 1,200 c.c. class (82,660 cumulative total), and 3,311 in the 1,500 to 1,600 c.c. class (ten months) total 30,049).

Sir Charles Retires

SIR CHARLES BARTLETT, managing director of Vauxhall Motors, Ltd., for 23 years and chairman since June, 1953, has retired and, in accordance with the firm's retirement plan, has relinquished his seat on the board of directors, on which he had served for 25 years. Sir "La Ranee," as this 1902 De Dion Bouton was named by a former Indian owner, has taken part in Brighton runs since 1932, and has also been seen in many carnival processions in aid of charity. Driven by Mr. Charles W. Ward, jun., in the recent run it made the journey in 3 hr 50 min without untoward incident



Charles joined General Motors, Ltd.—the London subsidiary of the American General Motors Corporation—in the early twenties and became managing director in 1926, and of Vauxhall Motors in 1930. Since then production has risen from 1,400 to 130,000 vehicles a year. Sir Charles is 65.

Speed Limit Lifted

REPRESENTATIONS to the Minister of Transport by the Royal Automobile Club and the Automobile Association have led to the lifting of the 30 m.p.h. speed limit from a stretch of road at Box, Wiltshire, extending along A4 from a point 180 yards east of its junction with a Class 3 road leading to Ashley, for a distance of 270 yards to the east. The restriction had come into force following the installation of four street lights; the motoring organizations submitted that the road, 26ft wide and practically straight, could not be considered as "built up," and the Minister, accepting this view, has ordered the removal of the limit.

David Brown Acquires Tickford

TO safeguard his automobile division against body-building difficulties such as have overtaken other makers of specialist cars, Mr. David Brown, head of the David Brown companies, has ac-

quired the Newport Pagnell, Buckinghamshire, firm of Tickford, Ltd. Mr. Ian I. Boswell, from whom the business has been bought, will remain as managing director. Lagonda bodies are already made by Tickfords, and no doubt Aston Martin bodies will ultimately be made by them. Production facilities will be extended.

The London branch of Tickford, Ltd., is not affected by the transfer.

Target for 1955

MR. T. STUART MALCOLM, president of the Motor Agents' Association, in a New Year message, says he hopes to see in 1955 a substantial reduction in the tax on petrol and diesel fuel, and an extensive Government policy for highway building by means of a new roads loan. "These things are not contradictory," he says. "The high cost of petrol results from the 2s 6d per gallon tax, which is an excessive levy on industry and a considerable item in the price build-up of almost every commodity.

"A new roads loan is needed to begin a vast road programme which must be started quickly to ease the traffic problem and mounting accident rates. The interest on such a loan would be quite a low charge against the heavy taxation on all road vehicles. In the New Year there are likely to be another half-million new vehicles added to those already on the roads. This year we want lower running costs with better, safer roads for the health and wealth of the nation."

"One Too Many? . . . Park"

"IF you feel you have had just one too many, park your car at the side of the road or in the nearest garage, and go home by bus or taxi." This was the recent holiday advice of Mr. A. J. Graham, chief of the City police in Durban, Natal. The Durban police are not at all lenient with motorists who drive "under the influence" in this part of the African continent, but the law is not such that a man is in charge of a car because he happens to have the keys in his pocket.

A year ago the Durban chief of police showed his consideration of motorists at

A year ago the Durban chief of police showed his consideration of motorists at the festive season by making a public announcement to the effect that, on a telephone call being received, a police car would be sent out with an officer to take the place of any motorist who had been overcome by the gaiety of the party. It was a free service, without any threat of



Field Marshal Viscount Montgomery of Alamein at the wheel of a Daimler Conquest Century saloon of which he has recently taken delivery

continued

NEWS and VIEWS

court proceedings, offered in the interests

of road safety. Unfortunately the practical joker could not resist the temptation. The outcome was that this year the chief did not re-peat the offer and limited himself to the roadside or garage parking advice.

For Tubeless Tyres

TWO pieces of equipment for the maintenance of tubeless tyres are announced by Dunlop—a water tank, light, robust and non-corroding, for testing tyres, and a tourniquet, consisting of a spric belt with buckle and toggle action, to be applied to the circumference of the tyre when fitting.

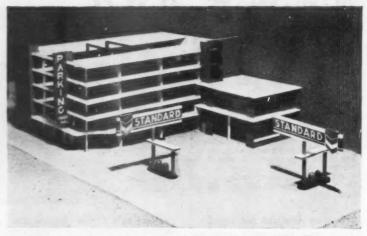
Comments on Dazzle

"IT is much better to annoy others than to kill them," said the North Warwickshire Coroner, Mr. C. W. Iliffe, at an inquest at Coleshill. He added that many accidents could be avoided if motorists used dipped headlights instead of sidelights, even though the precise. of sidelignts, even though the practice annoyed bus and lorry drivers. In Scot-land, the Ayrshire Chief Constable land, the Ayrshire Chief Constable reported to the County Roads Committee that the main cause of excessive dazzle set up by the headlights of certain buses was the height at which they were mounted, particularly on older types of buses, and Ayr County Council is supporting a Quarter Sessions recommendation asking bus commendes to adopt porting a Quarter Sessions recommenda-tion asking bus companies to adopt, voluntarily, a maximum height for head-lamps of 3ft 6in from the ground—the statutory height for such vehicles regis-tered since January 1, '952. Quarter Sessions have also suggested that head-lights on buses should be fitted in such a way that they can be dipped when succepting open mine traffic. meeting oncoming traffic.

New Year Honours

IN the New Year Honours list two prominent members of the motor and allied industries become Knights Bachelor. They are Mr. Henry Spurrier, managing director of the Leyland com-pany and past president of the Society of Motor Manufacturers and Traders, and Mr. Leonard Sinclair, chairman and managing director of the Esso Petroleum

Other people with motoring or motor other people with motoring or hotors industry interests are honoured. The C.B.E., is awarded to Mr. William Sinclair, of Glasgow, director of the Dunlop Rubber (Scotland) Co., Ltd.; the O.B.E. goes to Mr. S. W. Bainbridge,



Pigeon-hole car parking unit-an American design-is seen in this model. The garage is intended to be built in reinforced concrete, and will consist of two tiers of car stalls, or pigeon holes, facing each other across a corridor 20ft wide. An hydraulic elevator will carry the cars along a railed track between the stalls and, where necessary, lift them to the required level, and park each in its stall. The parking of a car, or its return when the owner requires it, will take less than one minute

principal information officer of the Ministry of Transport and Civil Aviation, and the M.B.E. to Mr. T. W. Greaves, safety officer of the Dunlop company, Mr. A. M. Jones, road safety organizer for Caemarvonshire, and Mr. F. J. Pewner, chief designer of the E.N.V. company. The B.E.M. has been awarded to Mr. H. Adams, a turner of the Lucas company.

American Outlook

THE U.S. motor industry is expecting a bright New Year. Heavy production schedules during November and December as the car manufacturers tried to keep up with demands for the new 1955 models, with their radically changed designs, lifted the 1954 production total to almost 5,500,000.

This put the year's total well above the final 5,330,594 figure of 1951, which had previously been the third best year in the industry's history.

Mr. Harlow Curtice, the president of

General Motors, which produces about half of all the cars built in the United nair or all the cars built in the United States, expects a market of at least 5,800,000 in 1955, with every prospect of this tremendous total being well passed. But while production figures were climbing in 1954, the profits of the dealers

in the United States were falling. It was the year of the free gifts and of considerable cuts on list prices, and this resulted in frequent complaints from dealers that the manufacturers were over-producing to such an extent as to flood the available market.

the From manufacturers came the answer that all that was needed was a rapid return to the old-fashioned methods selling-without the frills-and that any move to limit production to create a scarcity of cars would be illegal.

Many U.S. manufacturers feel that

their annual market is definitely on the upgrade, and that the increasing movement out of the cities into the surburbs, which is taking place in cities and towns all over the United States, coupled with an expanding population, must have its effect in a demand for more and still more

The manufacturers have made it clear that they can see no sign of a depression—or a recession—to produce a cloud on their horizon. So much have they been affected by their own optimism that production plans for the first quarter will result in a total of 2,000,000 vehicles being completed between January 1 and March 31, with all plans made to continue at the same rate if sales call for it.

AIR FERRY REDUCTIONS AND NEW ROUTES

EARLY this week Silver City Airways announced that further reduc-tions are to be made in air ferry fares for cars carried across the Channel. These will not apply during the peak period from August 1 to September 8, and at other periods the reductions will apply in one direction only, in an attempt to even out the demand for ferry services. From April 1 to July 31 the inward fares will be reduced, and from September 9 to October 31 the outward fares will be re-duced. Early or late travellers will, there-

fore, have the one-way fare reduced.

A typical reduction for a Morris Minor with two passengers will be from £24 10s to £23 single, and, for a Ford Consul with two passengers, £35 to £33 10s single.

The fares for the new Birmingbam-Le Touquet route have also been decided. The single fare for a car of up to 12ft 6in overall length will be £18, reduced one way to £16 during the off-peak periods already mentioned, and the fare for a car of up to 15ft 6in will be £30, reduced to £27 during the concession periods. The passenger fare will be £8 per head single. There will be a daily service from June 17 to September 19.

Another new service is to operate daily. This will be between Southampton and Deauville from April 6 to October 3. The minimum single car fare will be £15 (£13 10s off-peak) and the maximum £27 (£24 off peak). The single passenger fare will be £5.

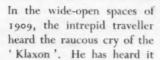
General Motors Move

THE General Motors Corporation announced in New York that it would raise 325 million dollars (about £116,071,000 sterling) through the sale of additional common stock. The announcement followed a strong advance of General Motors' stock on the New of General Motors' stock on the New York Stock Exchange. It closed at 105.12 dollars (about £37 sterling), up 4.25 dollars (about 30 shillings), from the previous close.

The new financing will take the form of an offer to common shareholders of one new share for each 20 shares already held. The subscription price will be determined shortly before the offer. Pro-ceeds from the issue will be used partly for capital expenditure and partly for

working capital.

Talking by signs!



ever since, though the melodious 'please' of today's Klaxons is more considerate, and no less penetrating, than the crude 'Er-cha!' of the aboriginal. Today, driver talks to driver rather by signs than sounds. Here, too, Klaxon leads with Flashing Signals — as installed on the new Bus Fleet of the Edinburgh Corporation.

So 'Klaxon'—which for 45 years has meant only 'horns' to most people—now means 'Signals' and many other things as well. The sound design, faithful workmanship and robust quality which keep 40 year old Klaxons still vocal, are now available in a variety of other ingenious and practical devices, most brilliantly engineered.

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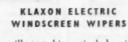
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an entirely new motor oil - 'VISCO-STATIC'

THE INTRODUCTION of BP Special Energol is one of the most significant developments in car lubrication ever made. This is proved by tests with the radio-active wear detector and by extensive road tests by The British Petroleum Company. It gives 80% less wear than any conventional motor oil, a saving of up to 12% in petrol consumption together with far greater ease in starting and many other important advantages.

Such a remarkable advance in lubrication performance would hardly be achieved by a mere improvement in the existing type of oil. BP Special Energol is a new kind of oil. It is suitable for all four-stroke petrol engines in good condition and should not be mixed with other oils. Naturally, such an oil has to cost more than the best premium-grade conventional oils.

'Visco-static'?

One of the main problems confronting the lubrication scientist has always been viscosity or thickness.

All oils become thicker when cooled and thinner when heated, and with conventional oils this difference in viscosity is very considerable. If the oil has sufficient viscosity to give a high film strength at high temperatures it is too thick when cold to give easy starting, and a great deal of power is lost in overcoming oil friction. If on the other hand a lighter, thinner oil is chosen to give easy starting and cut down oil friction, it becomes too thin when the engine is running hot. Winter and summer grade oils go some way to solve the problem but no conventional type of oil can give ideal lubrication conditions at all running

BP Special Energol solves this basic problem of car engine lubrication because its viscosity varies far less in differing temperatures than any conventional motor oil. When cold, BP Special Energol is as thin as the lightest lubricating oil at present sold. When hot, it is as thick as the grades generally recommended for summer use. In other words it gives ideal lubrication at all temperatures using only this one grade of oil for all engines where S.A.E. grades 10W to 40 are normally recommended. BP Special Energol is suitable for any make of four-stroke petrol engine in good condition, winter or summer.

Amazing reduction in engine wear

BP Special Energol includes additives which give outstanding film strength, acid resisting properties and

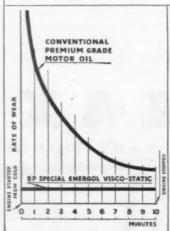
detergency. This combined with its special property accounts for the 80% saving in engine wear compared with any conventional premium grade motor oil.

Most motorists appreciate that wear is heaviest on a car when starting from cold. But few can realise that in the first 5-10 minutes of running with normal oils wear is equal to 5-7 hours continuous running at stabilised temperatures.

BP Special Energol eliminates completely the additional wear at start up and during the first critical ten minutes. The wear that does occur is no more than that experienced at fully warmed up conditions. And even this low level of wear is reduced by comparison with conventional lubricating oils. These results are shown clearly in the graph below.

TOWN DRIVING

Rate of wear - stop-start conditions.



This graph shows the amazing saving in wear with BP Special Energol compared with conventional oils every time the engine is started. With conventional oils the rate of wear is very high immediately after starting and this reduces gradually as the engine warms up. Now see the lower line which is the rate of wear with BP Special Energol. Notice how it remains at the same low level all the time and even after some minutes running is still lower than with conven-

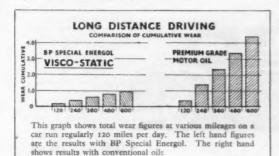
What causes heavy wear after starting

Research proves that the high rates of wear after starting are due to two reasons.

(1) Acid products of combustion condensed on the cylinder walls make microscopic pits in the surface. But the main cause of wear is that the products of this corrosion form abrasives which grind both the piston rings and cylinders as the engine begins running. (2) If these could be washed away by oil immediately the engine started little harm would result, but conventional oils are so thick when cold that the vital surfaces are starved of oil until some minutes after starting.

BP Special Energol defeats both these causes of wear. Because of its extra thickness when hot and its anti-corrosive additives it leaves a strong protective layer of oil on the cylinder walls when the engine is switched off. And when the engine is started again the extra fluidity of BP Special Energol prevents oil starvation and quickly flushes the cylinder walls with ample supplies of oil.

Even when a car is run mainly on long journeys, BP Special Energol still reduces wear substantially. The chart below shows the marked reduction in cumulative wear for a car run 120 miles per day.



Tests have proved that the average motorist can expect a reduction in wear of 80% with the new oil which means about double the engine life between major overhauls.

Saving in petrol

BP Special Energol cuts petrol consumption in all kinds of motoring because it substantially reduces oil drag at all times. The economies are greatest on start and stop running such as is experienced in towns and cities and on jobs such as a doctor's round. Here tests prove that the savings are as high as 12%.

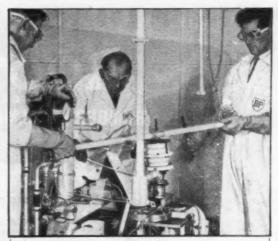
Where journeys are longer and speeds and oil temperatures are higher the advantages of the special properties of BP Special Energol are bound to be less marked, because normal oils are then working nearer their ideal conditions. Tests bear this out. But even in these conditions, BP Special Energol shows savings in petrol consumption of from 5% to 10%.

Easier starting

The low viscosity of BP Special Energol at low temperatures makes a remarkable difference to starting from cold. This new oil flows freely even at sub-zero temperatures. There is far less oil resistance to turning the engine and it therefore cranks much faster. At -20° C. to -30° C, the cranking speed is 100° 0, higher than with conventional premium oils. The effect to the motorist is as if the weather were many degrees warmer. You get summer ease of starting all the year round.

Less need for choke

As soon as the engine starts it runs more quickly and more easily with BP Special Energol so that there is less need for a richer mixture to provide enough power to move off. By using less choke you save petrol, but even more important you greatly reduce the damaging effect of running on choke. As most motorists are aware, a rich mixture



RADIO-ACTIVITY PROVIDES THE PROOF

This picture shows a radio-active piston ring being fitted into the special wear research engine at the BP Research Station at Sunbury. When the engine is running, radio-active particles in the oil stream show the rate of engine wear while it is happening. By condensing years of wear tests into weeks, this equipment has provided exhaustive proof of the value of BP Special Energol.

causes oil to be washed from the cylinder walls and is an important cause of heavy wear during the starting period.

Lower oil consumption

Oil consumption in a car engine depends largely on the state of wear of cylinders, piston rings, pistons, valve guides etc. It is also highest at high engine temperatures. BP Special Energol cannot, of course, cure wear which has already occurred. In fact this new oil is recommended only for engines in good condition. But it can and does reduce oil consumption because it maintains ample viscosity for good lubrication even at the very hottest parts of the engine, near the piston rings. This extra viscosity reduces the passage of oil past the rings into the cylinder head where it is burnt.

Used in a new or recently overhauled engine, BP Special Energol will delay wear to such an extent that it will lead to substantial oil savings over the engine's life.

How to use BP Special Energol

Recommendations by The British Petroleum Company are that this new oil should not be mixed with conventional oils. The sump should be drained and refilled with the new oil and drained and refilled again after 500 miles running. Future oil changes should be after the normal mileage recommended by the makers of your car.

The petrol saving alone resulting from the use of BP Special Energol will more than repay the higher price.

When not to use BP Special Energol

If your engine needs an overhaul you are recommended not to use this new oil. For such cars use the normal grades of BP Energol. These will help your engine to give the best possible service until it has been overhauled. If you are in doubt, your garage manager will gladly advise you.

BP Special Energol is obtainable at garages where you see the BP Shield—it is coloured red for easy identification and sold in sealed packages.

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ASPECTS OF THE LAW

No. 13 : SUMMONS and HEARING

With a description of summons and court procedure, this article ends the series, giving advice to the motorist on legal subjects, which has appeared irregularly during the past few months. No. 1 in the series, Dangerous Driving, was published in the May 14 issue; No. 2, Careless Driving—May 21; No. 3, Speeding—May 28; No. 4, The Drunken Driver—June 11; No. 5, Traffic Signs and Zebra Crossing Liabilities—June 25; No. 6, Parking and Obstruction—July 30; No. 7, Police Signals, Prescribed Routes, Reporting Accidents—August 13; No. 8, Parking Offences—September 24; No. 9, Maintenance—October 1; No. 10, Third-party Insurance—November 12; No. 11, Cross roads and Road Junctions—November 26; No. 12, Disqualification and Driving Licences—December 10.

A SURPRISINGLY high proportion of motorists become involved in breaches of some aspect or other of the law; most of them, happily, are of a comparatively minor nature. The number of summonses issued on application of the police in the Metropolitan area alone varies between eighty and one hundred thousand a year. These figures cover cases dealt with only by legal proceedings and do not include those in which the police send cautionary letters.

Under the Road Traffic Acts, certain powers of arresting without a warrant a person alleged to have committed a motoring offence are given to the police. A person may be so arrested under section 15 of the Road Traffic Act, 1930, for driving a motor vehicle when under the influence of drink or a drug, and under section 28 of that Act for taking and driving away a motor vehicle without the consent of the owner or other lawful authority. Also under section 20 (2) of the 1930 Act a constable may arrest without a warrant the driver of any vehicle who, within his view, commits the offence of dangerous or careless driving unless the driver either gives his name and address or at the time produces his driving licence for examination.

Properly Served

In the main, however, motoring offences are dealt with by summons. In many cases these summonses are issued by the court upon application of the police, although it is possible sometimes for a private individual to apply for one. A summons is a document issued by the court and is one of the means of bringing a person before it so that the information laid, or the complaint made against him, may be tried. The summons sets out brief details of the offence and is addressed to the person who is alleged to have committed it—the defendant. Before the case can be heard at court a summons must have been properly served upon the defendant: by prepaid registered post to his last known or most usual place of abode; or left for him with some person at that address; or it can be delivered to him in person anywhere.

If the summons is served by hand and if the defendant does not appear at court, the case may be heard in his absence. If the summons was served in the first way—by registered post—the court should not deal with the case in the defendant's absence unless it has some proof that the summons came to his knowledge: a letter or some other communication such as a signed acknowledgement

slip said to be written by the defendant or on his behalf. If there is no such proof, the summons may be marked Not Served—in effect it is killed and a fresh summons may be issued.

If a person wishes to dispute the allegation made against him, he must defend the case either personally or through a barrister or solicitor he engages to represent him. A case cannot be contested by letter. Usually, where the defendant is legally represented, his advocate will call upon him to attend court as a witness for the defence.

If a defendant admits the truth of an allegation made against him, or does not wish to contest it, he can appear at court and plead guilty in person, or counsel or solicitor may attend and plead guilty on his behalf; the court may, in most minor cases, consent to deal with the case in the absence of the defendant or a legal representative. The court can take this latter course only if the summons has been properly served and there is proof that it has reached him.

Court's Discretion

If the defendant writes a letter to the court stating that he pleads guilty, or does not wish to contest the case, the court may take into account, when considering the appropriate penalty to impose, any mitigating circumstances that may be set out in the letter, although this may not have quite the same force as personal attendance by himself or his legal representative.

Whether or not a minor case will be dealt with in the absence of the defendant is a matter entirely for the court's discretion. Sometimes it is desirable, in the 'nterests of justice, that the defendant should be present. For instance, in a prosecution for speeding where the defendant has two previous convictions for this offence, the court has power, if he is convicted for a third time, to disqualify him, and here he should attend in person. The new Road Traffic Bill will make disqualification possible on the second conviction. Similarly, the courts will rarefy deal with serious offences such as dangerous driving or careless driving, or offences rendering a person liable to disqualification, in his absence.

If a summons is served upon a person and he does not appear to answer it in person then, provided the summons is proved to have been properly served, the court may issue a warrant for his arrest, ordering him to be brought before the court. Before taking this step, the court may adjourn the summons and send the defendant a notice telling him to attend on a future date; if he does not appear on this date the warrant may be issued. Such a warrant may or may not be endorsed for bail at the court's discretion; if it is, then the defendant will be released on bail after his arrest, to appear at the court at a stated time. If it is not, he will be held in custody until the next sitting of the court.

A letter written to the court by the defendant in a minor case should be as concise as possible. Perhaps the best approach is a clear admission followed by a brief résumé of such mitigating circumstances as the defendant may wish to bring to the court's notice—for instance, that the road was wet, or that visibility was bad, or that his vision was obscured, or that he has a long and blameless driving record.

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THE SPORT COOPER

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THE SPORT by J. A. COOPER

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THE SPORT

ONE more item of news concerning Mercedes-Benz; the firm has definitely entered three Type 300SLR sports cars (just under 3-litre capacity) for the 1955 Le Mans 24-hour race. And, speaking of Le Mans, the M.G. company has announced its impending return to racing, to commence with the famous French classic event. Welcome back to the fold-this will be the first works M.G. team to compete in racing since 1936. As yet, no details of what the cars may be have been released.

A ND now for the events of this week-end. First comes the M.C.C. Exeter Trial, the 31st of a famous series, which has this year attracted an entry of 133 cars, in addition to a large number of motor cycles and three-wheelers. There are three starting points: Virginia Water on A30 (for London starters), Launceston and Kenilworth. The first car (apart from a travelling marshal in front of the motor cycle contingent) will leave the Wheatsheaf Hotel at Virginia Water at 12.47 a.m. tomorrow (Saturday) morning; the first cars of the other two con-tingents leave the Guildhall car park behind Launceston Town Hall, and the Queen and Castle Hotel in Kenilworth, at 1.51 a.m. The three routes converge at Honiton, and competitors go thence via Pin Hill to the breakfast stop at Exeter. Other familiar observed sections include Windout, Fingle Bridge, Simms, Meerhay and Cocknowle, while the finish is at the Grand Hotel in Bournemouth. The Vintage S.C.C. holds its Measham

Rally this weekend, starting from Church Stretton in Shropshire at 10.30 p.m. tomorrow night and finishing at the Measham car sales establishment (Measham is near Ashby-de-la-Zouch in

Leicestershire) on Sunday morning.
Also on Sunday is the Auckland G.P.
in New Zealand, with a mixed entry list, details of which were given in these columns on December 17 last.

THE experimental winter race meeting at Brands Hatch on Boxing Day was excellent and great fun, and credit is due to the B.R.S.C.C. for its initiative in promoting the event. It seems probable that this will become an annual feature; but, of course, there is by no means any guarantee that the weather will always be as kind as it was on this occasion.

The remarkable thing about the whole affair was the positively enormous crowd which turned out to watch. As Boxing Day fell on this occasion two days after Christmas Day itself—the intervening day continued

being Sunday-it is probable that more people felt inclined to go out for the day than would have been the case in the more normal circumstances of "the day after Christmas Day"; even so, the potential support is obviously more than

Among the most striking features of the racing were the driving of Don Beau-man and young Tony Marsh, in the formule libre race; and the Parker-Leston duel, which meant so much to them in terms of the Autosport championship placings, in the Christmas Trophy formula 3 race. As Leston finished third, obtaining one point, and Parker was unplaced, the final positions become: 1, Leston, 42 points; 2, Parker, 41½ points.

AS I wrote before the meeting, I per-A sonally think that it is a pity that this meeting should have been allowed to alter the positions, after Parker had been provisionally announced as the winner of the championship following what appeared to be the last meeting of the season, in October. I know that the committee of the club considered the matter carefully, and that the conditions of award of the trophy include all meetings held during 1954; but in the circumstances I feel that there were strong arguments in favour of finding some machinery an exception in this case. Incidentally, although Leston is a committee member of the club, he naturally took no part in the discussion or voting on this particular question.

So Les Leston is the new formula 3 champion; in spite of the regrets expressed in the preceding paragraph, I can congratulate him sincerely, for he is a competent driver, who has steadily improved, with no fireworks or displays of temperament, since he first entered the racing game a few years ago. Well done; and his 1955 progress will be worth

Don Parker was extremely unlucky; not only because he lost the championship by so narrow a margin at so late an hour, but also because he crashed his Kieft testing it at Brands Hatch only two days before Christmas. He was badly shaken and suffered from black eyes bruises, but went doggedly on to and repair the car (finishing it at 5 p.m. on Sunday afternoon) and to turn out in the all-important race on Monday. after passing Leston, he spun round and lost more time than he could afterwards make up—one little error of judgment, but how important it proved!



rmula 3 rivals, before the final race of 1954; Don Parker (in car) and Les Leston. Leston won the duel, and thereby reversed the result of the two preceding years

Cambridge University A.C.—The "Minia Cambridge University A.C.—The "Miniature Monte" has gained a reputation as one of the tougher closed-invitation rallies. Last year it was held in wintry conditions over snow-covered roads, and no one succeeded in completing the course without loss of marks; in fact, out of 99 starters, there were only 17 finishers. This year's "Miniature Monte," the fifth in the series of Lent Term rallies, will take place on January 29 and 30, and may well be every bit as exacting as its predecessors.

and may well be every bit as exacting as its predecessors. Competitors will start from Harrogate and St. Neots on the Saturday afternoon, and the route will cover about 450 miles, finishing at Everingham Park, near York. Invited clubs are B.A.R.C., Combined Universities' M.C., London M.C., Sunbac, West Essex C.C., Lancashire and Cheshire C.C. and Yorkshire S.C.C. Entries, which will be restricted to 200, should be made on the official form and sent, together with a fee of £1 10s, to the secretary of the meeting, E. H. G. Bradley, Trinity College, Cambridge, before January 22. Team entries will be accepted from three members of any of the competing clubs, and the entry fee is 10s a team. and the entry fee is 10s a team.

Incorporated Auctioneers' C.C.—A competitive run will be held in the Buckinghamshire area on Sunday, January 23. The start is from the Crooked Billet, Iver Heath, Buckinghamshire, and, in addition to club members, visitors and friends are invited to enter. Details can be obtained from S. Jaye, c/o Gilland and Company, 4, Spring Street, London, W.2.

Swanser M.C.—A road section of approxi-mately 120 miles is being arranged for the J. Owen Smith Car Rally, to be held on January 23. The average speed to be main-tained by competitors will be announced at tained by competitors will be announced at the start, which is from Fairwood aerodrome, near Swansea, at 10.30 a.m. The rally is a closed-to-club event, and entries should be sent by January 15 to A. E. Dryden, 6, Wimmerfield Avenue, Killay, Swansea.

Mercedes-Benz Club.—The president of the club, George C. Monkhouse, will take the chair at the annual dinner and dance, to be held on Saturday, January 15, and during the evening the Scott-Moncrieff Trophy will

COMING SHORTLY

JANUARY 7.--North London Enthusiasts'
C.C. Annual dinner and dance, Hendon
Hall Hotel, London, N.W.4, 6.30 for

7 p m.

Tale of Wight C.C. Annual dinner and dance, Ryde Castle Hotel, Ryde, Isle of Wight.

-M.C. Exeter Trial, starting fre Virginia Water, Kenilworth and Launo

-Garmisch-Partenkirchen Rally, Ger-

Auckland G.P., New Zealand.

Auckland G.P., New Zealand.

Acenault O.C. Annual dinner and dance,
Rembrandt Hotel. Thurloe Place, London, S W.7.

Vintage S.C.C. (Midland Section).

Measham Rally, Longmynd Hotel

Church Stretton, Shropshire, 10.30 p.m.
North Midland M.C. Standard car trial.
Bolton-le-Moors C.C. Standard car trial.
-Allard O.C. Film show, Abbey Hotel,
North Carcular Road Neasden, London.
N.W.10. 7:30 p.m.
-Northampton and District C.C. Film
show, Queen Eleanor Hotel, Northampton, 8 p.m.
-Malden and District M.C. Annual
dinner and dance Casino Hotel, Taggs
Island, Hampton Court, Middlesex, 7:30
p.m.

13.—Berkhamsted M.C. and C.C. Film show King's Arms Hotel, Berkhamsted, Hert-fordshire. 7.30 p.m. 15-16.—Per Ardua M.C. and Forces M.C. Rabbits Rally.

16.—Argentine G.P., Buenos Airec. 17-24.—Monte Carlo Raffy

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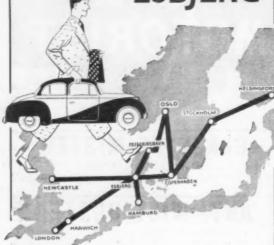
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LONDON: The Danish Touris: Bureau Ltd, 71/72 Piccadilly, W.I. Telephone: Hyde Park 3221 Telegrams: Dantour

NEWCASTLE: Nielsen, Andersen & Co. Ltd. 2 King St., Newcastle-upon-Tyne, I Telephone: 21587 Telegrams: Nielsens

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Well protected against the weather! T. A. D. Crook wore a flying jacket during his roce-winning drive in his Cooper-Bristol at the Brands Hatch winter meeting

CLUB NEWS

continued

be presented to C. W. P. Hampton for his performance in the Stuttgart Rally. The dinner is at the Rubens Hotel, Buckingham Palace Road, London, S.W.l., starting at 6.30 for 7 p.m., and tickets, at 30s each, can be obtained from the honorary secretary, R. H. Johnson, Chequer Trees, Limpley Stoke, Bath, Somerset.

Bath, Somerset.

Yorkshire S.C.C.—The Yorkshire Rally on February 11-12 is the first of the 1955 events qualifying for the B.T.D.A. Silver Star Competition. Invited clubs are B.A.R.C., Lancashire and Cheshire, London, M.C.C., North Midland, Sheffield and Hallamshire, and Shenstone and District M.C. The course, which starts from the Town Hall, Harrogate, will not exceed 500 miles and will be over main and secondary roads, mainly in Yorkshire. Entries should be sent by February 1 to the secretary of the meeting, P. J. Clay, Hollings Mill, Sowerby Bridge, Yorkshire.

Horsham and District M.C. and L.C.C.—

Horsham and District M.C. and L.C.C.— The annual dinner-dance and prizegiving will be held on January 20 at the Black Horse Hotel, Horsham; tickets, at 12s 6d each, are obtainable from E. G. Smith, 20, Guild-ford Road, Horsham, Sussex.

Chiltern C.C.-Forthcoming eve Chiltern C.C.—Forthcoming events include a film show at the Bell House Hotel, Gerrards Cross, Buckinghamshire, on January 11, and the annual dinner and dance at the Bull Hotel, Gertrards Cross, on January 28. Tickets for the dinner can be obtained from B. L. McE. Seliman, 3, Parsonage Place, Amersham, Buckinghamshire.

The following officers were elected at the Cross annual general meeting: chairman,

recent annual general meeting: chairman, P. Jackson; treasurer, B. L. McE. Sellman; Secretary, R. Carter, 3, Ellington Gardens, Taplow, Buckinghamshire; competition secretary, E. H. F. Dibsdall, Burkes Cottage, Forty Green, Beaconsfield, Buckinghamshire; Press secretary, J. R. Hayward.

Midlande M.E.C.—The annual dinner-dance and prizegiving will be held at the Greswolde Hotel. Knowle, Warwickshire, on Friday, January 28, starting at 7.30 p.m. Tickets cost 15s 8d each and can be obtained from G. G. H. Couzens, 17, South Road, Northfield, Birmingham, 31.

Loughborough College M.C.—A day rally for members will be held on February 6 in the East Midlands area; regulations are avail-

able from G. H. Breakell, Loughborough College, Leicestershire.

B.S.A. F.W.D. Club.—This club has recently been formed with the aim of preserving and maintaining the front wheel drive B.S.A. cars still in existence. A register of available spares is being compiled, and it available spares is being compiled, and it is intended to organize a loan service for handbooks and special tools. The first newsletter will be published during January. At the inaugural meeting, held in December, the following officials were elected: chairman, V. C. Leedham; joint secretaries and treasurers, O. S. Way and D. Mason; editors, D. Maxted, H. Harrison, Mrs. B. Harrison and S. Flute. Further information concerning the club can be obtained from O. S. Way, 104. Selwyn Road, Birmingham, 16. O. S. V.

Leeds University Union M.C.—The fourth annual night navigation rally will take place on February 5 and 6. The route will cover approximately 300 miles, starting and finishapproximately 300 miles, starting and finishing in Leeds, and two special tests will be used to decide any ties. Invited clubs are B.A.R.C. (Yorkshire Centre), M.G.C.C. (N.E. Centre), B.R.S.C.C., Yorkshire S.C.C., Combined Universities M.C., Ilkley and Huddersfield D.M.C. Entries, which are limited to 100, should be sent before January 1 to M. Woodley, c/o The Union, Leeds University, Leeds, 2.

Hagley and District L.C.C.—In the Shrop-shire Trial and Rally held in December, the Whittington Cup for the best performance in the trial was won by J. Deeley (Cranford 1,172); G. Baird (Ford Spl 1,172) gained a first-class award and B. R. Potts (Cotton IV 1,172) a second-class award. This was an excellent event decided by the performances 1,172) a second-class award. This was an excellent event, decided by the performances on six hills, each of which had to be climbed

In the rally a tie resulted for the Marsh Trophy between P. J. Anton (Ford Anglia) and H. Foster (Austin A.40). The Siddaway Cup went to D. J. Sidebotham (M.G. TC); H. E. Rumsey (Triumph TR2) gained a first-class award and second-class awards went to R. A. G. Foster (M.G. saloon), H. L. Livingston (Dellow), N. J. Eyett (M.G. TC) and A. T. Fisher (Ford).

Regulations for the Clee Hill Trophy Trial, scheduled for February 6, will abortly be available.

BRITISH UOLONIAL MOTORS LIMITED NEW CARS AUSTIN Healey "100." AUSTIN A.70 Saloon. DAIMLER Century Saloon. DAIMLER Century Saloon. DAIMLER Conquest Saloon. PORD Zephyr Convertible. JAMAN A. 100 Saloon. JAGUAR XK. 100 Saloon. STANDARD "8" Saloon. STANDARD "8" Saloon. STANDARD "8" de Luxe Saloon. STANDARD "8" de Luxe Saloon. STANDARD "10" Saloon. ST

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HIRE PURCHASE

PART EXCHANGE



A gold watch was recently presented to Mr. H. W. Irving in recognition of his completion of 25 years' service with the Champion Sparking Plug Co., Ltd., Feltham, Middlesex. He is, at present, director of engineering. Seen here (left to right) are Mr. A. W. Wright, managing director, Mr. G. Coles, works manager, Mr. Irving, Mr. G. P. Baldwin, sales manager, and Mr. H. G. Starley, deputy managing director

IN BRIEF

A successful Rootes Group show week was held by Adcocks Garages, Ltd. recently. They are the Group distributors

The group trading profit of H. and J. Quick, Ltd., main Ford dealers, of Chester Road, Manchester, 16, was £82,961 after all charges except taxation. This was a record result.

Subject to audit, the consolidated net profit of Mann Egerton and Co., Ltd., of Norwich and London, for the twelve months ended September 30, 1954, was £69,023 (£59,080 previously).

Mr. W. C. Flint has been appointed car sales manager of the Ford Motor Co., Ltd., of Dagenham, following the appointment of Mr. T. J. Brennan as general sales manager of Henry Ford and Son, Ltd., of Cork. Following the recent retirement of Mr. C. N. Holmes, Mr. C. H. Wilkinson has been appointed sales promotion manager. motion manager.

One of the golden jubilee year celebra-One of the golden jubilee year celebrations of Lodge Plugs, Ltd., took place in Rugby recently, when 55 employees received watches and certificates in appreciation of their long service. The presentations were made by Mr. V. Martin-Jones, managing director, and Mr. Derek W. Pritchard, director. The total service of those receiving awards was 1,649 years.

For owners of two-stroke cars and motor cycles, C. C. Wakefield and Co., Ltd., have introduced a new Castrol selfmixing oil. It can be poured direct into the petrol tank, and as soon as petrol is added it is claimed that instantaneous mixing occurs. For those who prefer to continue using normal grades, the Castrol company has introduced a special quick mixer which is used by garages between the petrol pump outlet and the petrol tank of the vehicle. It enables any standard grade of oil to be mixed properly with any selected petrol in any desired ratio. New premises of Isaac Swires and Sons, Ltd., at Henshaw Garage, Yeadon, Yorkshire, were opened recently by Mr. Ian Appleyard. The new premises will be devoted exclusively to the sale and servicing of all products of the British Motor Corporation.

modern, specialized and powerful House A modern, aperature and the second sec the company can "show the flag" in an appropriate way when attending the international exhibitions in Europe,

Mr. F. D. Ascoli, of the Dunlop Rubber Co., Ltd., was recently presented with the Hancock bronze medal, for con-spicuous services to the rubber industry during the year, by Lord Baillieu, president of the Institution of the Rubber Industry.

A luncheon was held recently to mark the opening of the new depot at Bethesda, near Bangor, in North Wales, of the Regent Oil Co., Ltd. The site was formerly a slate quarry on the mountain-side above the village, and it is now a storage depot for all products, with several big tanks connected by electrically driven centrifugal pumps. Road tank wagons can be loaded or unloaded in all weather

Information Sought

Correspondence, addressed c/o The Autocar, can be forwarded on behalf of readers seeking the following handbooks and information:

No. 17028. Series III Morris Fourteen. S.F.P."—All possible information and

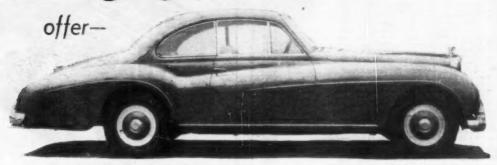
No. 17029. Two-cylinder Percy. "C.F.C."—All possible information

No. 17030, Handbooks required.
"W.B.S."—1939 Rover Twelve.
"W.M."—1939 170V Mercedes-Benz workshop manual. "A.W.P."—1931 Standard Big Nine, Mark II.



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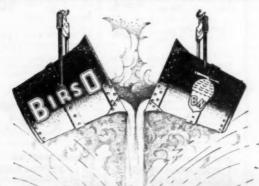


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1948 ALLARD 61L Sports Tourer, red 1950 ALLARD 12 Sports 2-seater, B.R.G.	
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1950 ALLARD J2 Sports 2-seater, B.R.G. 1952 ALLARD P1 Sports Saloon, black/white 1954 ALFA-ROMEO 17-50 Supercharged Sports, red 1954 ALFA-ROMEO 17-50 Castagna D/H Coupe	€365
1952 ALLARD PI Sports Saloon, black/white	£545
1934 ALFA-ROMEO 17-50 Supercharged Sports, red	€295
1934 ALFA-ROMEO 17-50 Castagna D/H Coupe	€185
1938 ALFA-ROMEO 2.3-litre Farina D/H Coupe	€295
1735 ALFA-ROMEO 2.3-Ittre Farina D/H Coupe	LAYS
1938 ALFA-ROMEO 17-30 Castagna DIM Coupe 1939 ALFA-ROMEO 2.3-litre Farina DIM Coupe 1939 ALFA-ROMEO 2.3-litre Farina Sports Saloon 1934 ALVIS Speed 25 Sports Tourer, green 1937 ALVIS Speed 25 Charlesworth Sports Saloon 1937 ALVIS Speed 25 Van den Plas Tourer, black 1937 ALVIS 4.3-litre Offord Drophead Foursome 1937 ALVIS 4.3-litre Van den Plas Sports Saloon 1948 ALVIS TA 14 h.p. Drophead Coupe, black 1948 ARMSTROMG SIDDELEY Hurricane DIM Coupe	€425
1934 ALVIS Speed 20 Sports Tourer, green	€195
1937 ALVIS Speed 25 Charlesworth Sports Saloon	€215
1937 ALVIS Speed 25 Van den Plas Tourer, black	€295
1937 ALVIS 4.3-litre Offord Drophead Foursome	€265
1937 ALVIS 4.3-litre Van den Plas Sports Saloon	6215
173/ ALVIS 4.3-litre Van den Plas Sports Saloon	EZIS
1948 ALVIS TA 14 hp. Drophead Coupe, black 1948 ARMSTRONG SIDDELEY Hurricane D H Coupe. 1948 ASTON MARTIN 1;-litre Le Mans I/c Tourer 1934 ASTON MARTIN 1;-litre Mark III s/c Tourer 1935 ASTON MARTIN 2-litre Drophead Foursome	£485
1948 ARMSTRONG SIDDELEY Hurricane D.H. Coupe	€365
1934 ASTON MARTIN I -litre Le Mans I/c Tourer	€255
1935 ASTON MARTIN 14-litre Mark II s/c Tourer	€265
1938 ASTON MARTIN 2-litre Drophead Foursome	€285
1935 ASTON MARTIN 13-litre Mark II s(c Tourer 1938 ASTON MARTIN 2-litre Prophead Foursome 1939 ASTON MARTIN 2-litre 2-str. Dild and dickey 1954 AUSTIN-HEALEY 100 2-6-litre Sports 2-str., red 1939 B.S.A. Scout I0 h.p. Sports Tourer, red 1939 B.S.A. Scout I0 h.p. Sports Tourer, red 1936 FRAZER-NASH-B.M.W. Type 35 13-litre Cabriolet 1937 FRAZER-NASH-B.M.W. Type 35 13-litre Cabriolet 1937 FRAZER-NASH-B.M.W. Type 36 2-litre Cabriolet 1950 HEALEY 2.4-litre Silverstone Sports, bronze 1959 JAGUAR II-litre Drophead Coupe, black, radio	E E E E
1939 ASTON MARTIN 2-litre 2-str, D/H and dickey	€295
1954 AUSTIN-HEALEY 100 2.6-litre Sports 2-str., red	€865
1939 B.S.A. Scout 10 h.p. Sports Tourer, red	€225
1934 DELAGE D8 Sports Saloon. Bills for £700	€265
1936 FRAZER-NASH-B.M.W. Type 55 14-litre Cabriolet	£185
1730 FRAZEN-MASH-B.M. Type as 14-litre Capriolet	E103
1937 FRAZER-NASH-B.M.W. Type 326 2-litre Cabriolet	£345
1948 HEALEY 2.4-litre Duncan Roadster, red	€385
1950 HEALEY 2.4-litre Silverstone Sports, bronze	£445
1939 JAGUAR 14-litre Drophead Coupe, black, radio	€285
1947 JAGUAR 31-litre Sports Saloon, grey	€365
1939 JAGUAR 14-litre Drophead Coupe, black, radio 1947 JAGUAR 34-litre Sports Saloon, grey	6595
1717 JAGUAR 39-IIITE FIRER V Sports Saloon, grey	£373
1937 JAGUAR 100 24-litre Comp. 2-str., green	€285
1938 JAGUAR 100 24-litre Comp. 2-str., red	€295
1931 JAGUAR 102 2-litre Comp. 2-str., green 1938 JAGUAR 100 2-litre Comp. 2-str., red 1938 JAGUAR 100 3-litre Comp. 2-str., red 1938 JAGUAR 100 3-litre Comp. 2-str., red 1939 JAGUAR 100 3-litre Comp. 2-str., red 1939 JAGUAR 100 3-litre Comp. 2-str., grey 1952 JOWETT Jupiter Mk. II Conversible, R.G. 1955 JOWETT Jupiter Mk. II Special Roadster, new	6295
1939 JAGUAR 100 34-litre Comp. 2-str., grey	€345
1952 JOWETT Jupiter Mk, Il Convertible, B.R.G.	€525
1752 JOWETT Jupicer Mk. II Convertible, B.R.G.	23 43
1955 JOWETT Jupiter Mk. III Special Roadster, new	£1,145
	€1,685
1951 LAGONDA 2.6-litre D/H Coupe, silver/grey	€995
1939 LAGONDA VI2 Drophead Coupe, Sanction II	6625
1938 LAGONDA VI2 Park Ward Sedanca de Ville	€445
1938 LAGONDA VIZ Park Ward Sedanca de Ville	2443
1936 LAGONDA LG45 41-litre Drophead Foursome	€265
1935 LAGONDA 10 h.p. Rapier, 4-seater Tourer	€225
1954 LOTUS Sports 2-seater, tuned 1,172 c.c. unit	€495
1948 LEA-FRANCIS 13-litre Roadster, silver grev	€355
1955 M.G. TF 1500 c.c. Sports 2-strs. Early delivery	6781
1725 M.G. IF 1300 C.C. Sports 2-strs. Early delivery	Fiel
1955 M.G. ZA Magnette 11-litre Saloons. Early delivery	£915
1954 M.G. TF 1250 c.c. Sports 2-str., green, as new	€495
1952 H G. TD 1250 c.c. Sports 2-strs. Choice 2 from	£525
1951 M.G. T.D. 1250 c.c. Sports 2-strs. Choice 2 from	6495
1951 M.G. T.D. 1250 c.c. Sports 2-strs. Choice 2 from	£495
1951 M.G. T.D. 1250 c.c. Sports 2-strs. Choice 2 from	£495 £385
1951 M.G. T.D. 1250 c.c. Sports 2-strs. Choice 2 from	£495 £385 £345
1951 M.G. T.D. 1250 c.c. Sports 2-strs. Choice 2 from	£495 £385 £345 £295
1951 M.G. T.D. 1250 c.c. Sports 2-strs. Choice 2 from	£495 £385 £345 £295 £285
1951 M.G. T.D. 1250 c.c. Sports 2-strs. Choice 2 from. 1949 M.G. TC 1250 c.c. Sports 2-strs. Choice 3 from. 1947 M.G. TC 1250 c.c. Sports 2-strs. Choice 4 from. 1940 M.G. TB Tickford Drophead 2-str., black, st 1939 M.G. TA 18 h.p. Sports 2-strs. Choice 2 from. 1937 M.G. TA 10 h.p. Sports 2-strs. Choice 3 from.	£495 £385 £345 £295 £285 £225
1951 M.G. T.D. 1250 c.c. Sports 2-strs. Choice 2 from	£495 £385 £345 £295 £285 £225
1951 M.G. T.D. 1250 c.c. Sports 2-strs. Choice 2 from 1949 M.G. T.C 1250 c.c. Sports 2-strs. Choice 3 from 1947 M.G. T.C 1250 c.c. Sports 2-strs. Choice 4 from 1940 M.G. T.B. Tickford Drophead 2-str., black, at. 1939 M.G. TA 18 h.p. Sports 2-strs. Choice 2 from 1937 M.G. TA 10 h.p. Sports 2-strs. Choice 3 from 1949 M.G. TA 10 h.p. Sports 2-strs. Choice 3 from	
1940 M.G. WA 2.6-licre Coupe and Saloon, from 1939 M.G. SA 2-litre Coupe and Saloon, from 1938 M.G. VA 13-litre Tourer and Saloon, from 1936 M.G. Fig 9 h.p. open 2- and 4-seaters, from 1935 M.G. PA 8 h.p. open 2- and 4-seaters, from 1935 M.G. NA 12 h.p. open 2- and 4-seaters, from 1934 M.G. 12 8 h.p. Sports 2-seaters, 3 from 1938 MORGAN 4/4 Sports 2-seater, black 1938 MORGAN 4/4 Sports	£175 £185 £195 £175 £165 £135 £125 £215
1940 M.G. WA 2.6-licre Coupe and Saloon, from 1939 M.G. SA 2-litre Coupe and Saloon, from 1938 M.G. VA 13-litre Tourer and Saloon, from 1936 M.G. Fig 9 h.p. open 2- and 4-seaters, from 1935 M.G. PA 8 h.p. open 2- and 4-seaters, from 1935 M.G. NA 12 h.p. open 2- and 4-seaters, from 1934 M.G. 12 8 h.p. Sports 2-seaters, 3 from 1938 MORGAN 4/4 Sports 2-seater, black 1938 MORGAN 4/4 Sports	£175 £185 £195 £175 £165 £135 £125 £215
1940 M.G. WA 2.6-licre Coupe and Saloon, from 1939 M.G. SA 2-litre Coupe and Saloon, from 1938 M.G. VA 13-litre Tourer and Saloon, from 1936 M.G. Fig 9 h.p. open 2- and 4-seaters, from 1935 M.G. PA 8 h.p. open 2- and 4-seaters, from 1935 M.G. NA 12 h.p. open 2- and 4-seaters, from 1934 M.G. 12 8 h.p. Sports 2-seaters, 3 from 1938 MORGAN 4/4 Sports 2-seater, black 1938 MORGAN 4/4 Sports	£175 £185 £195 £175 £165 £135 £125 £215
1940 M.G. WA 2.6-licre Coupe and Saloon, from 1939 M.G. SA 2-litre Coupe and Saloon, from 1938 M.G. VA 13-litre Tourer and Saloon, from 1936 M.G. Fig 9 h.p. open 2- and 4-seaters, from 1935 M.G. PA 8 h.p. open 2- and 4-seaters, from 1935 M.G. NA 12 h.p. open 2- and 4-seaters, from 1934 M.G. 12 8 h.p. Sports 2-seaters, 3 from 1938 MORGAN 4/4 Sports 2-seater, black 1938 MORGAN 4/4 Sports	£175 £185 £195 £175 £165 £135 £125 £215
1940 M.G. WA 2.6-licre Coupe and Saloon, from 1939 M.G. SA 2-litre Coupe and Saloon, from 1938 M.G. VA 13-litre Tourer and Saloon, from 1936 M.G. Fig 9 h.p. open 2- and 4-seaters, from 1935 M.G. PA 8 h.p. open 2- and 4-seaters, from 1935 M.G. NA 12 h.p. open 2- and 4-seaters, from 1934 M.G. 12 8 h.p. Sports 2-seaters, 3 from 1938 MORGAN 4/4 Sports 2-seater, black 1938 MORGAN 4/4 Sports	£175 £185 £195 £175 £165 £135 £125 £215
1940 M.G. WA 2.6-licre Coupe and Saloon, from 1939 M.G. SA 2-litre Coupe and Saloon, from 1938 M.G. VA 13-litre Tourer and Saloon, from 1936 M.G. Fig 9 h.p. open 2- and 4-seaters, from 1935 M.G. PA 8 h.p. open 2- and 4-seaters, from 1935 M.G. NA 12 h.p. open 2- and 4-seaters, from 1934 M.G. 12 8 h.p. Sports 2-seaters, 3 from 1938 MORGAN 4/4 Sports 2-seater, black 1938 MORGAN 4/4 Sports	£175 £185 £195 £175 £165 £135 £125 £215
1940 M.G. WA 2.6-licre Coupe and Saloon, from 1939 M.G. SA 2-litre Coupe and Saloon, from 1938 M.G. VA 13-litre Tourer and Saloon, from 1936 M.G. Fig 9 h.p. open 2- and 4-seaters, from 1935 M.G. PA 8 h.p. open 2- and 4-seaters, from 1935 M.G. NA 12 h.p. open 2- and 4-seaters, from 1934 M.G. 12 8 h.p. Sports 2-seaters, 3 from 1938 MORGAN 4/4 Sports 2-seater, black 1938 MORGAN 4/4 Sports	£175 £185 £195 £175 £165 £135 £125 £215
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1940 M.G. WA 2.6-licre Coupe and Saloon, from 1939 M.G. SA 2-litre Coupe and Saloon, from 1938 M.G. VA 13-litre Tourer and Saloon, from 1936 M.G. Fig 9 h.p. open 2- and 4-seaters, from 1935 M.G. PA 8 h.p. open 2- and 4-seaters, from 1935 M.G. NA 12 h.p. open 2- and 4-seaters, from 1934 M.G. 12 8 h.p. Sports 2-seaters, 3 from 1938 MORGAN 4/4 Sports 2-seater, black 1938 MORGAN 4/4 Sports	£175 £185 £195 £175 £165 £135 £125 £215
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1940 M.G. WA 2.6-licre Coupe and Saloon, from 1939 M.G. SA 2-litre Coupe and Saloon, from 1938 M.G. SA 2-litre Tourer and Saloon, from 1936 M.G. FB 9 h.p. open 2- and 4-seaters, from 1935 M.G. NA 12 h.p. open 2- and 4-seaters, from 1935 M.G. NA 12 h.p. open 2- and 4-seaters, from 1936 M.G. NA 12 h.p. open 2- and 4-seaters, from 1938 MORGAN 44 Sports 2-seater, Jack 1938 MORGAN 44 Drophead 2-seater, red 1939 MORGAN 94 Sports 2-seater, red 1931 ROLLS-ROYCE Phantom II Sports Saloon 1934 RILEY 1485 c.c (smout "White Riley" 2-str. 1933 RILEY 1485 c.c (smout "White Riley" 2-str. 1931 RILEY 9 h.p. Lyon Tourer, silver	£175 £185 £195 £175 £165 £125 £125 £245 £245 £245 £215 £425 £425 £495 £425 £495 £425 £495 £425
1940 M.G. WA 2.6-licre Coupe and Saloon, from 1939 M.G. SA 2-litre Coupe and Saloon, from 1938 M.G. SA 2-litre Tourer and Saloon, from 1936 M.G. FB 9 h.p. open 2- and 4-seaters, from 1935 M.G. NA 12 h.p. open 2- and 4-seaters, from 1935 M.G. NA 12 h.p. open 2- and 4-seaters, from 1936 M.G. NA 12 h.p. open 2- and 4-seaters, from 1938 MORGAN 44 Sports 2-seater, Jack 1938 MORGAN 44 Drophead 2-seater, red 1939 MORGAN 94 Sports 2-seater, red 1931 ROLLS-ROYCE Phantom II Sports Saloon 1934 RILEY 1485 c.c (smout "White Riley" 2-str. 1933 RILEY 1485 c.c (smout "White Riley" 2-str. 1931 RILEY 9 h.p. Lyon Tourer, silver	£175 £185 £195 £175 £165 £125 £125 £245 £245 £245 £215 £425 £425 £495 £425 £495 £425 £495 £425
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PRESS DATES—First Post Tuesday for Used Cars for Sale and Wanted, Spares and Service. Trade Advertisements are accepted by telephone up to 12 noon, Waterlao 3333. All other classifications close for press for to notify a Activity 2002. An obstacl class material content of press first post Friday. Advertisements that arrive too late for a particular issue will automatically be inserted in the ollowing issue unless accompanied by instructions to the contrary.

For the convenience of private advertisers Box Number facilities are available at an additional charge for 2 words plus I; to defray the cost of registration and postage. Replies should be addressed to, "Box 9000, c|o 'The Autocar,' Dorset House, Stamford Street, London, S.E.I."

APPROVAL SCHEME

Readers replying to advertisements in these co'umns and wishing to take advantage of 'The Autocar' Approval Scheme 'scillities should send for particulars which are available on application

The Publishers do not accept liability for clerical or printer's errors although every care is taken to avoid mistakes.

The Publishers retain the right to refuse or withdraw advertisements at their discretion

USED CARS FOR SALE ANTED — S

A.C.

RAYMOND WAY. RAYMOND WAY OF KILBURN.

RAYMOND WAY .- The Hire Purchase specialists.

1949 A.C. 2-litre sports saloon, in really immacu-owner only, complete service record from the time of leaving the works; 469gns or £123/9 deposit, balance

owner only, compare services of leaving the works, 489ms or £123,79 deposit, balance 24 months.

24 months.

11 RB crohase terms on the spot with no references, the services of guarantors; part exchange on your present motor cycle or car; always 200 cars under \$2400 to choose from \$1.00 km SWANMORE GARAGE, Ltd., offer:-

A.C. 1955 4-door saloon. £875: also 1952 2-door. £750. S.WANMORE GARAGE, Ltd., A.C. Distributors, 1176. S.Christchurch Rd., Boscombe, E. Bournemouth, Tel. Southbourne 43544. C.ASS'S MOTOR MART.—1952 A.C. 2-litre saloon, black, 20,000 miles, one owner, outstanding condition; £735, written guarantee.—5, Warren St. W. 1010-000 (100).

GOOD A.C. required immediately.—G. Edwards, Amenbury Lane, Earpenden, Herts. Harpenden 118.

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for A.C.—Hampstead (Tube), N.W.3. Ham [W4018/B F. Edwards offer immediate cash d A.C.—28 30, Upper High St., Eps.

y. Tel Epsom 940.1.

ALFA-ROMEO

ALFA-ROMEO

PTLETT.—Alfa-Romeo 1750 4-seater drop head
pupe, careful owner: £155.—27, Pembridge Villas,
Ciolis Ciolis BARTLETT .-

GOOD Alfa-Romee Cars Wanted
GOOD Alfa-Romee required immediately,—G. Edwards,
Amenbury Lane. Earpenden, Herts. Harpenden 118.
ROWLAND SMITH'S. the Car Buyers.—Highest cash
prices for Alfa-Romeo.—Hampstead (Tube), N. W. 3.
Ham. 6041.

Alfa-Remee Spares and Service (w4016/R
THOMSON & TAYLOR (BROOKLANDS), Ltd., spares
and service for all Alfa-Romeo cars.—Portsmouth
Rd., Cobham 2848-9.

RICHARD STEED offers:

1950 (December) Aliard J2, red, engine completely overhauled: £450.—The Fernhill Garage, Beg-broke, Oxon. Tel. Kidlington 212.

Richards & Carr, Ltd., always best value.

1949 drop head foursome, recond. engine. 5,000 miles, extensive overhauls (bills available); thoroughly sound and presentable. £295.
1949 kl 2-seater, reconditioned engine, new hood, heater, numerous extras. £285.
1948 (September) 4-seater tourer, recond. engine, exceptionally clean, methanically excellent; 2955.

35. Kinnerion St., London, S.W.1. Tel. Sloane 5424

Allard Cars Wanted

GOOD Allard required immediately -G. Edwards Amenbury Lane, Earpenden, Heris, Harpenden, 118

IMPORTANT NOTICE

CLASSIFIED ADVERTISEMENTS FOR

USED CARS FOR SALE AND WANTED SPARES & SERVICE

ACCEPTED UP TO 12 NOON TUESDAY

for the following Friday's issue

All other classifications close for press 12 noon Friday.

ALVIS

GATEHOUSE offer:-

1949 Alvis 14 saloon, adio, heater, tw £575 — Gatehouse Motors. Ltd., Village, London, N.6. Tel, Mountview 4444. B. J. HUNTER, Ltd., offer:—

OR immediate purchase of your Alvis.

B J. HUNTER. Ltd., 22. Cricklewood Broadway, CHIPSTEAD MOTORS, Ltd., offer:— W2040

11 Speed model 4.5 1939 short chassis Vanden Plas
4-seater, works reconditioned, receilulosed duogrey, 100mnb plus; £585, Ltd., 197, Fulham Rd. KenCHIPSTEAD MOTORS, Ltd., 197, Fulham Rd. Kensington, London, S.W.S. Flasman 0052/7258/7154.

BROOKLANDS: Alvis London Distributors

1955 models available, demonstration

1953 Series Alvis 5-litre saloon, radio, heater GUARANTEE, confidential terms.

103. New Bond St., London. W.1. Mayfair 8351-6. BUYING? Selling? Performance Cars are your best bet.—Please s:an page 22. [C304] 1935 Aivis Speed 21 drop head, good condition: £195.—Mansheld Autos, Ltd., Euston 2587 1950-1 Alvis 14hp l.h.d. roadster, lovely car red; bargain price £455.—Tel. Mac. 7484 [481]

1951 3-litre Alvis sports saloon, finished in black maculate car; £785.

ERIC HAYES, Ltd., 13. Bishops Bridge Rd., W.2. Ambassador 8266.

1939 Alvis Silver Crest, 20 mpg, engine recently excellent condition throughout must sell; £190...

Hampstead 5491.

£599(11-1949)¹/₂ Alvis 14hp salcon de luxe, only one owner, spotless condition throughout, vehicle runs and looks as though its only done 15,000 miles.—Below.
£425!!!—1948 series Alvis 14hp shooting brake.
door bodyrork, beautiful chassis, gent
small mileage, and excellent condition; 3 months' gu

tee; hire purchase, exchanges.

AMBS OF WOOD GREEN, Finchley Showrooms, 421

423, High Rd., Finchley, N.12, Finchley, 6221

Alvis 16, 1934 saloon manual gearchange changes, list; open 9-wland Smith, Hampste ad 6041 ange, very

A LVIS 1956 Speed 25, 4-door Charlesworth s above average condition, exceptional perfort carefully maintained, Aivis test report available, sone abroad; £200 or nearest offer secures.—Sws 165, Tuffley Ave., Gloucester, Tel. 25226.

195, Tumey Ave., Gloucester. 1el. 25/20.

1949 Series Alvis I shp drop head foursome, beautiful condition, entine unusually eglet and tremely lively, a delightful car. £585; written gu tee terms, exchanges; trade enquires welcomed the RoLD Simons, Ltd., 397-401. High Rd., Finchley, N.Z. Flinchley, 6052(53/54, any time.)

Alvis Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest can prices for Alvia.—Hampstead (Tube), N.W.5 Ham. 6041. GOOD Alvis required immediately.—G. Edwards.

Gamenbury Lane, Earpenden, Herts, Harpenden 118
[W200]

GATEHOUSE MOTORS are buyers of Alvis cars.—
Gatehouse Motors, Ltd., Highgate Village, London,
N.6. Tel, Mountview 444.

SERVICE and Spares for Alvis cars.

ALVIS, Ltd., Service Station, 832, Pinchley Rd., London, N.W.11, Tel. Speedwell 6762-5-4, Grams: Alvisar, Gold, London.

AND at Alvis, Ltd., Service Station, Holyhead Rd., Coventry, Tel., 5501, Grams: Alvis, Co

CHARLES FOLLETT, Ltd., Aivis specialists. SHOWROOMS: 18 Berkeley St., W.1. Mayfair 6266. SPARE PARTS

SERVICE: Barnsdale Yard, off Eigin Ave., W.9. Tel. Cunningham 5936-7-8. [0591/R MANCHESTER -- Alvis repairers and spares ma

MANCHEGIER. ANY STREET OF STREET OF

SIMPSON'S offer:

SIMPSON'S Offer:—

SIMPSON'S Offer:—

RHD 1952 (October) Hudson Hornet, heater, flashing signals, all extras.

RHD 1952 (October) Hudson Hornet, heater, flashing signals, all extras, and heater flashing signals, 4-door asloce and heater flashing flashing

JOE THOMPSON MOTORS, Ltd., offer a selection late model cars, in excellent condition at computer prices as detailed under Classified headings, pagen at our showrooms at—91-5, Fulham Rd., Sou kensington, S.W.S. Kensington, 4859.

VICTORIA Creatine, red and cream, whitewall tyres sweeping over-tiders, shortware 8-valve radio, Magicair heater and air conditioning, nylon lining and upholatery, covered green tartas seat covers, really immediately, covered green tartas seat covers, really immediately.

HASESIDE MOTOR Co., Ltd., Main Ford Dealers, Enfield, Tel Enfield 3456

ATTENTION: American Gars Wanted ATLENTION:

SIMPSONS, The American Car Buyers, require all
American cars.—Wembley 8691,7905. 545. High
Rd., Wembley
JOE THOMPSON (MOTORS), Ltd., require American
Joer THOMPSON (MOTORS), Ltd., Rensington 4855.
W4022
W4022 PRIVATE buyer seeks American foursome dr coupe, Cadillac, Oldsmobile, Buick, Mercury or later model, must be first-class condition TAYLOR & CRAWLEY will buy low-mileage luxury
American cars at very good prices.—Taylor &
Crawley, 42a, South Audley St. (entrance Adams Row),
Waylair, W.i. Gro. 6881. [W4096

ARMSTRONG SIDDELEY

W M
WELBECK MOTORS for Armstrong Siddeleys:-

WELBECK MOTORS for Armstrong Biddeleys:—

19.47 with blue leather, preselector, mileage only
17,000; this unbelievably low figure is absolutely
guaranteed, one owner since new, who has just taken
delivery of a new Sapptire; trice £500.

19.48 Amstrong Siddeley Lancaster salcon, dark
condition; £450. The leather, pre-selector, very good
condition; £450. The leather, pre-selector, very good
19.52 Armstrong Siddeley Whitley 4-light salcon,
mesh, 25,000 miles, superb condition; £765

19.52 Armstrong Siddeley Whitley 6-light salcon,
mesh, 25,000 miles, superb condition; £765

Armstrongs, in two shades of grey, with blue leather,
ynchromesh latest type Motorola radio, 17,000 miles;
identical to new; £925.

WELBECK MOTORS, Ltd., 107, Crawford St., London,
Will mear Baker St. Station). Welbeck Ling
(6) indo.

P&J

DASS & JOYCE, Ltd. (England's largest distributors).

1950 Armstrong Siddeley Whitley saloon, synchro-1950 Mesh, black, immaculate condition; ££25; one seek's free trial, guaranteed; deferred terms available, -184-188, Gt. Fortland St., W.1. Museum 1001. R. J. HUNTER, Ltd., offer:-

B. J. HUNTER, Ltd., offer:—

1953 Armstrong Sapphire saloon, in grey blue, and the saloon of the sal

ERVICE — Works and Stores: Barnsdale Yard. off ERVICE — Works and Stores: Barnsdale Yard. off 1949 — W. 9. Cunningham 5986. [C3010] 1949 — Armstrong Lancaster, black/blue, heater, NaYLOR & ROOT, Ltd., 25, East Hill, Wandsworth, NaW.18 (few minutes Clapham Junction). Batt.

1953 (Oct.) Armstrong Sapphire saloon, duo-green, synchro-box, radio, heater, as new; £1.50.

R PCO, Lid. (Armstrongs purchased), 16, Albemarie St., Mayfair, W.1. Hyde Park 2952.7-4. (C3052 £365). (

A 300 condition; terms, exchanges.—Perivale 0530, 1948 Armstrong Typhoon saloon, blue, heater, one owner, low mileage, excellent; £375.—Kims Motors, 1, High St., Hounslow, Tel. 5532.—(C2049) 1949 Armstrong Lancasser, radio, heater, a specified of the control of

parefully used, terms, exchanges.—Rowland Smith, 295 ms,—Armstrons Siddeley, 1946 Lancaster 4-door saloon, sliding head, Feather, heater, one water, and the saloon, sliding head, Feather, heater, one water, and saloon, sliding head, from the saloon, sliding head, and saloon, blue with blue 1952 Armstrong Whitley saloon, blue with blue tyres, radiomobile, heater, one owner, first-class contition throughout; 2625.—Long, Ealing 1816. [4817]
1953 Armstrong Sapphire saloon, two-tone greem, mileage, chanfeur-kept ear, virtually as new; 21,195; exchanges.—Welwyn Service Depot, Ltd., Hatfield 2176.

rxchanges.—Welwyn Service Depot. Ltd., Hathers 211-0.

1955 series Armstrong Sapphire saloon, with automatic transmission, radio. 570 miles only, quite as new, cost £2.050; we accept £1.875—8179 model (November 1953) Armstrong Sapphire Barry Martin, 25. Devonshire Place Mews, W. 1. (4859—1954 model (November 1953) Armstrong Sapphire saloon, black with red leather, 2 carbs. oucket seats, 6.000 miles, absolutely immaculate; £1,655—Harry Martin, 25. Devonshire Place Mews, 25.000 miles, 25.0

Britsol 2009)

1954-5 Armstrong Siddeley Sapphire saloon de 1954-5 Luxe biue and silver electric gear change mileage only 500 cost £1.765 six months' eritten guarantee £1.595.—Steel Griffiths. London. £5. Roder 2201-6.

ARMSTRONG SIDDELEY

1954 Armstrong Siddeley Sapphire Mk. I saloon, mileage, absolutely unblemished. Ear preceding the special process of the process of the

Armstrong Siddeley Cars Wanted

R
OWLAND SMITH'S, the Car Buyers,—Highest cash
prices for Armstrong Siddeley,—Hampstead (Tube),
N. J. Ham. 6041.
WILSONS, "The Enthusiastic Owner-Agents,"
want Armstrongs,—Brixton 4011, or Epoem 3901.

GOOD Armstrong required immediately,—G. Edwards,
Amenbury Lane, Earpenden, Herts, Harpenden 118.

W2000 MARSTON MOTOR Co., Ltd., for your Armstrong Siddeley.—Tel. Sta. 8000, Seven Sisters Rd., Tottenham, N.13.

tenham, N.13.

7-SEATER 1981/52 private 18hp Limousines, also 25hp Good Condition 1938/39 Limousines, A. & S. Lidd. 2 Providence Court, North Audier Street. Mayfair 2941.

Phass And JOYCE, Lidd. Enginying largest distributors, wish to purchase casefully used post-war. Armstrong Siddeley cars.—184-188, Qt. Portland St., W.1. Museum 1001.

W.1. Museum 1001.

Armstreng Siddeley Spares and Service

ARCOT ENGINEERING, Ltd.

A RMSTRONG SIDDELEY specialists; complete over-hauls and engineering service: 48-hour exchange engine and gear box services, quick, guaranteed ser-vices by specialists; trade and retail. DRESELECTOR gear boxes, exchanges, reconditioning the boxes, exchanges, reconditioning Re Research (1991). The reconstruction of the con-line of the control of the control of the con-complete of the control of the control of the con-trol of the control of the control of the control of the con-trol of the control of the control of the control of the con-trol of the control of the

FULL repair and overhaul service for Armstrong cars.

Harman, 24, Astwood Mews, S.W.7. Fremantie

7471.

7471.

PASS & JOYCE, Ltd., 27, Peter St., Manchester, 2.

have large stocks of spares; reconditioning of cars and preselector gear boxes undertaken.—Tel. Deans are 5151.

WILSONS.

The Enthusiastic Owner-Agents.

WILSONS.

Acre Lane, S.W.2. Brixton 4011, or 1-5, Dorking of the control of the contro

RIARY MOTORS, Ltd., offer:-

1938 2-litre short open, green; £395, 1934 114-litre Mk. 11, green; £375. 1933 Le Mans, grey; £265.

OLD Windsor. Windsor 2002.

CHIPSTEAD MOTORS, Ltd., offer:-

CHIPSTEAD MOVES, one owner, engine completely rethe DES. 21.575, one owner, engine completely reconditioned also suspension, new tyres, recelulosed black, red wheels and lesther, new condition
throughout and all ready to be run in.
CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., KenChipstead Moves, Ltd., 197, Fulham Rd., KenChipstead, London, S.W.S. Flaxman 0052/7255/7154

BROOKLANDS: Aston Martin Sole Distributors.

1955 D.B.2-4 models available, demonstration.

1954 Aston Martin D.B.2-4 saloon.
1954 Series Aston Martin D.B.2-4 saloon, 5,000 miles.
1953 Aston Martin D.B.2-4 saloon, 5,000

BUY or sell with confidence, guarantee,

103. New Bond St., London, W.1. Mayfair 8351-6. [C1029

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Aston Martin Cars Wanted

R OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Aston Martin.—Hampstead (Tube). N.W.S. Ham. 6041.

B-37, Pembridge Villas, W.11. Bay. 623. [W1013 STON MARTIN cars wanted for eash; full details.—A Frinary Motors, Ltd., Old Windsor. Windsor 2024.

AUSTIN SEVEN

1938 5,000.—Gordon Wooderson. 48a, Drewstead Rd., S.W.16. Streatham 8658. [C4059 Rd., S.W.16. Streatham 8658. [C3059]

5.ms.—Austin 7: terms, exchanges, list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

ROWLAND SMITHS, the Car Burets.—Highest cash prices for Austin 7.—Hampstead (Tube). N.W. 5. Ham. 6041.

CAR MART, Ltd. AUSTIN A30

LONDON distributors.

1953 Austin A30 4-door saloon, blue with blue upholstery; £435.
1953 -8 Austin A50 door saloon, heater, green by the saloon saloon, heater, green upholster; £425.—Car Mart. Ltd., 320, Euston Rd., London, N.W.I. Euston [212].

A USTIN A30 4-door smioon, perfect condition, September, 1955, 10,000 miles; £475.

LYNE, FRAMK & WAGSTAFF, 3-5, Crouch End Hill.
N.8. Mountview 4401. [C2058]

1954 (Oct.) Austin A30 2-door saloon, black, heater, as new; £485.—Box 0952. [4675 1954 Austin A30 saloon, belge/brown hide, one
SIDFORD CAR SALES, 98-116, Commercial Rd...
Southampton. Tel. Southampton 25252 (5 lines), [Added]

Southampton. Tel. Southampton some [4968]

1955 model A30, 200 miles only, unmarked, black overriders, number plates. Bluecoi; £485.—

Tel. Northampton 2264, 153, Bulling Rd. [4726]

HILLWOOD MOTORS.—Aumin A50 4-door saloon 1955, one owner, heater, grey, fawn upholstery, £490.—Mill Hill (London) 4252.

1953 (August) Austin A50 4-door saloon, heater, £493.—Primrose 1127, sloon of saloon 1267, sloon on 127, sloon heater, and £485.—Primrose 1127, sloon heater, £495.—Primrose 1127, sloon heater, £495.—Gardner & G. (Hendon), Tel. Hendon 3359 and 8460.—Faller, £400.—Faller, £

Austin A38 Cars Wanted

THE CAR MART, Ltd., London distributors, wish to The CAR MART, Ltd., London distributors, wish to Tuperchase Austin House, 297.

Euston Rd., N.W.I. Euston 1212

Euston Rd., N.W.I. Switch 121 ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Austin A30.—Hampstead (Tube), N.W.3. [W4018/R

AUSTIN EIGHT

1946 Austin 8, blue and blue leather, reconditioned engine; £326, £80 deposit, balance 23 MCLAREN & COX. Ltd., 928, High Rd., Finchley, 103063

174 N.12. Tel. Hillside 0560/9353. [G3063]
9900 bries.—Austin 8 1396 4-door saloon, black,
Dove Ltd., Guildford Rd., Woking, Tel. Woking 1282.
EXCEPTIONALLY good 1948 model Austin 8 4-door
saloon, re-con. engine, new tyres accept low price;
2285.—Gamble, 2, Beach Rd., Shoreham-by-Sea, Tel.
2210.

Austin Eight Cars Wanted

Austin Eight Cars Wanted

Austin 8 saloon wanted.—Gordon Wooderson,
48a, Drewstead Rd., S.W.16. Streatham 8659.

[W4059] ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 8.—Hampstead (Tube), N.W.3. Ham. 6041.

Austin 10, excellent condition, 22,000 miles, 1947 Austin 10, excellent condition, 22,000 miles, 1947 sliding, roof; £355.—Reigate 2758. [4681]
1947 Austin 10 ibn. a real bargain; £300, —5881 western 221. Austin 10, '47 type de luxe, excellent condition, bargain; £249.—G. P. (Balham), Ltd., 2c. Balkam Hill, S.W. 12 (100 yards Clapham Sough Tube). Batt, 1107-8-9. [100 yards Clapham Sough Tube). Batter, original green cellulose, green control of the control

Austin Ten Cars Wanted

ROWLAND SMITH'S. the Car Buyers—Highest cash prices for Austin 10.—Hampstead (Tube). N.W.3. Ham 6041.

PRIVATELY owned Austin 10.—5. Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. GARDNER & Co (HENDON), will buy your Austin [W2074]

CAR MART, Ltd.

ONDON distributors

ASTON MARTIN cars wanted for cash: full details.

Friary Motors, Ltd., Old Windsor, Windsor 2002-5, 10197/R

GOOD Aston Martin required immediately—GHarpenden 118.

Friary MOTORS, Ltd., sole appoiers of spares, including reconditioned engines for all Aston Martin

FRIARY MOTORS, Ltd., sole appoiers of spares, including reconditioned engines for all Aston Martin

cars produce, up † 1940; specialisted spring facilities;

Old Windsor Tei Windsor 2002/8

CAR MART, Ltd., 297, Euston Rd., London, N.W.1.

[Closs]

NEWNHAMS, Ltd.

1952 Austin A40 Somerset saloon, heater, radio.
NEWNHAM House, 225-7-9. Hammersmith Rd.,
London, W.6. Riverside 4645.
[C3024]

1952 Austin A40 Somerset saloon, beige/brown che owner: £585; choice of 12 other Austins. Endward Code, 1959; Garratt Lane, Tooting Broadward Code, 1959; Garratt Lane, Tooting H. A. SAUNDERS, Ltd., offer:

HOICE of several small mileage models from £595. 836-842. High Rd., N.12. Hillside 5272 (8 lines). [C2027 C.M.I. CAR SALES (Pri. 6623) offer:-

1954 Austin Some: set saloon, blue hide upholstery sliding roof, heater, 8,000 miles, taxed year: First Phree months' guarantee: terms; list on application.

—Swiss Cottage, Finchiev Rd., N.W.3. [Clo51]

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1952 Austin A40 Somerset, one owner, black/red A USTIN House, 140/144, Golders Green Rd., Golders Green, R. W. 11. Speedwell 0011 (10 lines). [C2004 1954 A40 Somerset, 5.000 miles, £450.—Below.

1954 model Somerset, in immaculate condition: 1953 g595; hire purchase and part exchanges wel-tomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960.

J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—

1949 Austin A40, excellent condition throughout, one owner, taxed; £420.—D. J. Shepherd & Co. (Enfield), Ltd., 435, Hertford Rd., Enfield. Howard MEBES & MEBES, Ltd. (established 1893), offer—

1954 (June) Austin A40 Somerset sunshine de radio, heater, Oyler special piadi loose seat covers spotlight, personal car managing director, gractically new; £685.—The Broadway, Mill Hill, N.W.7. Tel UTOMOBILE & AIRCRAFT SERVICES Ltd. USTIN A40 (October, 1951) G.S.3; £495.

MARLBOROUGH Works, 4-enton Tel. Wordsworth 7805 (5 lines).

1952 taxed: £495.

Supron CAR SALES, 98-116. Commercial Rd., Southampton. Tel. Southampton 25252 (5 lines).

A USTIN A40 1949 Countryman, good condition; £345

Southampton. Tel. Southampton exceed 19 interMerson Ado 1346 Countryman, good condition; 83487

—Macaulay 1265.

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herris

Tell Statis Ado Somerset saloon, finished beige, condition; 8275; maximum hire purchase terms available to the statis and the stat

stead 8988. So.nerset saloon, black/red, heater, 6,000

1954 miles, as new; £635.—Dobson's, Ltd. (Austin
Agenta), Staines 801.

JACK ROSE, Ltd., offer 1948 Austin A40, in blue,
clean inside and out; £855.—Stafford Rd. Wallington, Surrey Wallington 6677. [C3056]
1953 heater, Screenclean, one owner, carefully
used: £875.

K J MOTORS, Ltd., Bromley. Rav. 3456.

MOTURS, Ltd., Bromiey. Rav. 3420. [4996]

1951 awatin A40 (5.8.3 saloon, heater, radio, one owner, immaculate; £485.—Aranotts Garages, Ltd., Grange Rd., N.W.10. Willesden 7571. [4507]

595 grs.—Austin A40 1954 model Somerset saloon, milesage; terms. exchanges.—Rowland Smith. below. 445 cms.—Austin A40. September. 1950. Devon milesage; terms. exchanges.—Rowland Smith. below. 445 cms.—Austin A40. September. 1950. Devon pen 9-7 week-days and Saturdays.—Rowland Smith. Hampstead (Hampstead Tube). Hampstead 6041. [C4018.] 1949 (Oct.) Austin A40 4-door saloon, radio heater: £445.—R. S. Mead (Sales). Ltd. 42, Queen St., Maidenhead. Tel. Maidenhead 3431.2 [C3-21]

£595 | Austin Somerset saloon 1955. In black with red leather, heater and Tygan covers, one owner, faultiessly maintained CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Showrooms open until 8 p.m. (Closs (Closs Camber Showrooms)

1954 Austin A40 saloon, one owner, immaculate, grey with blue leather upholstery, fitted heater: £655.—Le Grice Elera, 197-9, Old Brompton Rd., South Kensington, S.W.7. Kensington 2477.

1953 Austin A40 coupe in light blue and blue leather, in absolutely new condition throughout, low mileage and one careful owner, B.M.C. guarant M. O. FOGARTY (CAR SALES), Ltd., Guildford St., (4721) AUSTIN A40

1953 Austin A40 saloon, colour grey, sunsh roof, fitted heater; £565.—R. C. Wimbu Ltd., 312, Earls Court Rd., S.W.5. Premantle 840 1953 (August) Austin A40 convertible coupe owner, excellent condition £550.—Le Oddingley Grange, Nr. Droitwich, Worcs. Droi

Oddinnier Grange. Nr. Drottwich. Wores. Drottwich. Stores. Drotton. 5136.

1953 Austin A40 Somerset, beige/beige leather. heater, wing mirrors. 9.000 miles only. owner beige for the control of the cont

Austin A48 Cars Wanted

M THE CAR MART. Ltd.. London distributors, wish to purchase Austin A40 cars.—Stanhope House. 320, Euston Rd.. N.W.1. Euston 1212. [0957/8]

ROWLAND SMITH'S, the Car Buyers,—Highest cash prices for Austin A40.—Hampstead (Tube), N. W.3. Ham 604i.

A LMOST new A40 required at once—54. Streatham ALMOST new A40.—676. Brac Court, Kingston PRIVATELY owned A40.—5. Brac Court, Kingston Hill, Duyers.—Motourists (London), L4d., (Freatham A40 North Rd. East Finchley Station, N. 2. Tudor (Z016). PRIVATELY owned A40 Devon wanted for cash, low mileage.—Apply White, Grosvenor 8171 (extension 16), or 16, Napier Avenue, S.W.6.

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TWIN carburettor, high compression conversion etc., gives amazing improvement in performance 1955 de luxe saloon, available with conversion at the price, conversion extra £35.

ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. \$43.

Bucks. With Reserved Co. Ltd., Radgelman, Bucks. Co. 107084
1955 Reses Austin A50 saloon, blue blue. (70084)
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339 Austin 12 saloon, excellent, guaranteed; £175;

S.W.7. Fro. 1519,

AUSTIN 12 1938 Ascot saloon, reliable, roomy car
fully serviced; £175, or nearest offer.—Euston
3061/2, 10 a.m. to 6 p.m.
1939 Austin 12 Ascot saloon, black, brown leather
Cacelland condition throughout, guaranteed
£245.—Euston Serviced; £175, brown leather
£245.—Euston Serviced; £1

AUSTIN SIXTEEN

HEARSES, new and used always a selection for sale from £265, below.

A LPE AND SAUNDERS (COACHBUILDERS), Ltd., Station Approach, Kew Gardens. 'Phone Richmond A LPE ANI SAUNDER AND STATES AND A LPE ANI SAUNDER AND A LPE ANI STATES A LIST AND A LPE AND A L

AUSTIN SIXTEEN

HIRECAR Limousines, 1951/1952, competitive prices, selection constantly changing, (descriptions posted), partition, 4-doors, forward occasionals, brown leather, reasonable mileages, certified mechanically, from-£955, HIRECAR Limousine, 1955, partition, forward occasionals, ieather throughout, black, mileage smuline eleven hundred, perfect. £1050. Alpe & Saunders Ltd., Providence Court, North Audley Street.

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HIRECAR 1949/51/55 Limousines urgently required, eash waiting. A. & S. Lid. 2 Providence Court. North Audiey Street. Mayfair-2941. [W1006 POWLAND SMITHS the Car Duyers.—Highest cash prices for Austin 16.—Hampstead (Tube). N. W.S. Ham. 6041.

AUSTIN A70 & A90

W. HAROLD PERRY, Ltd., Ford Main Dealers, 279, Ballards Lane, N. sinchley, N.12. Tei, Hillside

1951 Austin A90 Atlantic hard-top saloon, leather.
1951 heater, radio, est covers: 2550.
W HAROLD PERRY, Ltd., Ford Main Dealers, 279.
Ballards Lang, N. Finchley, N.12. Tei, Hillside CAR MART, Ltd.

ONDON distributors.

1953 Austin A70 Hereford saloon, sliding head 1954 Austin A80 Atlantic saloon, heater, black with red upholstery; 28615 Austin A80 Atlantic saloon, heater, black with red upholstery; 2855.—Car Mart, Ltd. 165. Bromley Rd., Catford, S.E.5. Hither Green 100 (2005) NEWNHAMS, Ltd.

1953 Austin A70 saloon, one owner, low mileage; NEWHAM 655. House, 255-7-9, Hammersmith Rd. London, W.6. Riverside 4646. (C3024

RAYMOND WAY OF KILBURN.
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partments (Kilburn Park Station 150 yards). B. J. HUNTER, Ltd., offer:—

1952 Austin Ayo Atlantic saloon, innumerable ex1951 Ayo convertible, all electric, radio, heater.
1951 etc., really fine car: £535;
19 J. WINTER, Ltd. 22. Crickiewood Broadway,
10 J. Oladstons 6308. (C2040
AUTOMOBILIA, Ldd., effer.—

1949 (July) Austin A70 4-door de luxe sunshine excellent condition: £465.—Automobilia, Ltd., Pippbrook Garase, Dorking 4904.

GORDON CARB, of Golders Green.

1953 Austin A70, htr., radio, excellent order; £625.

1952 Austin A70, htr., very good order; £625.
1952 Austin A70, htr., very good order; £565.
GORDON CARS (LONDON), Ltd., Russell Parade,
N.W.IJ. (Speedwell 9761.)
B. J. HUNTER, Ltd., offer:—

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1952 Austin A90, stiantic saloon, innumerable extract E575, stiantic E575, cricklewood Broadway, B. J. HUNTER, Ltd., 22, Cricklewood Broadway, C. Caolobo, C.

1954 (June) A70 2-tone grey blue, heater, 800 SiDFORD CAR 84 LES, 98-116, Commercial Rd., Southampton, Tel. Southampton 25252 (5 lines)

A90 saloon, 1951 (Nov.), very good con heater, must sell; offers, Tel. Polegate 1952 Austin A70, heater, radio, one wher: £5800136.

G M ALPREDS (1956). Ltd.—1952 Austin A70 St W.) Rusch-up outstanding order.—6-7. Warren 1952 Hereford saloon. one engineer owner; £550. on.o. accepted.—24. Northway. Mashull, Liverrool. Maghin 456. 1949 AVO Hampshee saloon. green, fawn hide. owner; £443.—Robbins, East Putney. Tel. 7681. (1850)

1952 (May) A90 saloon radio, heater, black in Kinnerton St. London, S. M. 18 Sone 5424 (Ld. Kinnerton St. London, S. M. 18 Sone 5424 (Ld. Kinnerton St. London, S. M. 18 Sone 5424 (Ld. Kinnerton St. London Landon O Austin A90 coupe, power-operated hood a windows, recelulosed in dark green, a rea ass car with terrific performance, fitted heate M. G. FOGARTY (CAR SALES) Ltd. Guilsford St.

ATTENTION:

SIMPSONS, The American Car Buyers, require all Maerican cars.—Wembley 8691/2003. 545. Hind. Member 10.5 Member 10.

PRIVATE buyer seeks American foursome droph coupe, Cadillac, Oldsmobile, Buick, Mercury; 1 or later model, must be first-class condition.— TAYLOR & CRAWLEY will buy low-mlieage luxury
American cars at very good prices.—Taylor &
Trawley, 42a, South Audley St. (entrance Adams Row),
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WELBECK MOTORS for Armstrong Siddeleys:—

WELBECK MOTORS for Armstrong Siddeleys:—

17,000: this blue leather, preselector, milinage only guaranteed, one owner since new, who has just taken delivery of a new Sapphire; trice £500.

1948 Amstrong Siddeley Lancaster salcon, dark condition; blue with red leather, pre-selector, very good condition; armstrong Siddeley Whitley 4-light salcon, 1952 Armstrong Siddeley Whitley 4-light salcon, mesh, 25,000 miles, superb condition; £765 Armstrong Siddeley Whitley 6-light salcon, 1952 Armstrong Siddeley Whitley 6-light salcon, mesh, 25,000 miles, superb condition; £765 Armstrong Siddeley Whitley 6-light salcon processed for the salcon of the

DASS & JOYCE, Ltd. (England's largest distributors).

1950 Armstrong Siddeley Whitley saloon, synchro-rough a synchro-rough the synchronic synchronic synchronic synchro-rough free trial, guaranteed, deferred terms available, 164-188, Gt. Portland St., W.I. Museum 1001.

B. J. HUNTER, Ltd., offer:-

B. J. HUNTER, Ltd., offer:—

1953 Armstroeg Sapphire saloon, in grey blue, but with twist tyres, high compression head, twin carburattors, superlative car; £1.250.

B. J. HUNTER, Ltd., 22 Cricklewood Broadway.

B. J. HUNTER, Ltd., 22 Cricklewood Broadway.

RMSTRONG SIDDELEY Whitey saloon (April, 1952), grey; £790.

1852), grey; £790.

1852, grey; £790.

SHOWROUMD.—10. Because Harmedale Yard, off ERVICE—Works and Stores: Barnedale Yard, off ERVICE—Works and Stores: Barnedale Yard, off 1949 Armstrong Lancaster, black/blue, beater, larger wing mirrors, written guarantee; 2475.

18 W.18 (few minutes Clapham Junction). Batt. 2529. (CS022

252. (Oct.) Armstrong Sapphire saloon, duo-green, synchro-box, radio, hester, as new £1.150. REPORT SAPPHIRE SA

1948 Armstrong Typhoon saloon, blue, heater, one owner, low mileage, excellent; £375.—Kings Motors, l. High St., Hounslow, Tel. 552. (1958). Special St., High St., Hounslow, Tel. 552. (1958). The Armstrong Learnes, Tel. 552. (1958). The Enclassisatic Owner-Agents. (1958). High St., Hounslow, Tel. 552. (1958). High St., High St

parefully used; terms, exchanges.—Rowang Shuan, 295 salson, sliding head, leather, heater, one salson, sliding head, leather, heater, one salson, sliding head, leather, heater, one salson sliding head, leather, heater, one salson sliding head, leather, one salson sliding the salson, blue with blue 1952 Armstrong Whitley salson, blue with blue types, the salson sliding sliding sliding through the salson sliding sliding

1955 series Armstrong Sapphire saloon, visual submitted transmission, radio, 570 miles only quite as new, cost £2.050; we accept £1.875—8177 model (November 1983) Armstrong Sapphire saloon, with the saloon black with red leather, 2 carbs. nuclet seats, £.000 miles, absolutely immaculate; £1.655—Harry Martin, 25. Devonshire Place 18.656, Harry Martin, 25. Constituted 2005, Harry Martin, 25. Devonshire Place 18.656, Harry Martin, 25. Devonshire Place 18

1954-5 armstrong Siddeley Sapphire saloon de chanze. mileage only 500 cost £1765 at months eritten guarantee £1.595.—Stee Griffiths London, £5. Roder 2201-6.

1954 Armstrong Siddeley Sapphire Mk. I saloon. I saloon milesage, absolutely unbiemished; fair price.—

Normalise and the same saloon of the s

Armstrong Siddeley Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Armstrong Siddeley.—Hampstead (Tube) N.W.3. Ham. 6041.

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Wilsons. "The Enthusiastic Owner-Agents."
want Armstrongs.—Brixton 4011. or Epsom 2501.

GOOD Armstrong required immediately.—G. Edwards
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(W2000)

MARSTON MOTOR Co., Ltd., for your Armstrong Siddeley.—Tel. Sta. 8000, Seven Sisters Rd., Tot-tenham, N.13.

tenham, N.13. [0183/R]
7-SEATER 1951/52 private 18hp Limousines, also 25hp Good Condition 1958/39 Limousines. A. & S. Lad., 2 Providence Court, North Audiey Street. Mayfair [W100]
DASS AND JOYCE. Lid. England's largest distributors, wish to purchase canefully used post-war Armastrons Siddeley cars.—184-188, Ct. Portland St...
W.1. Museum 1001.

Armstrong Siddeley Spares and Service
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ARMSTRONG SIDDELEY specialists: complete over-hauls and engineering service: 48-hour exchange engine and gear box services, quick, guaranteed ser-vices by specialists; trade and retail. PRESELECTOR gear boxes, exchanges, reconditioning 48 hrs.—Arcot Eng., Ltd., 169, Fulham Rd., Cheisea, S.W.5, Ken. 7501. Chelsea, S.W.5, Ken. 7501.

FULL repair and overhaul service for Armstrong cars.

Harman, 24, Astwood Mews, S.W.7. Fremantie [0797/R]

PASS & JOYCE, Ltd., 27, Peter St., Manchester, 2, have large stocks of spares; reconditioning of cars and precelector gear boxes undertaken.—Tel. Deanstate 6151.

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Acre Lane, S.W.-2. Brixton 4011. or 1-5. Dorking Ed. 252000, Surrey. Epsom 501.

Pass AND JOYCE, Ltd.. England's largest distributions of Armstrong Siddeley, extend to their valued tors for Armstrong Siddeley, extend to their valued Siddeley Service Station for all after-sales service and Spare parts.—Works: The Hyde, Edgware Rd.. Hendon. N.W.9. (Colindale 5451.)

RIARY MOTORS, Ltd., offer:-

1938 2-litre short open, green; £395. 1934 114-litre Mk. 11. green; £375.

1933 Le Mans, grey; £265.

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CHIPSTEAD MOTORS, one owner, engine completely re... conditioned, also suspension, new tyres, recellu... conditioned, also suspension, new tyres, recelluthroughout and all ready to be run in.
... CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Ken... chipstead MOTORS, Ltd., 197, Fulham Rd., Ken... chipstead MOTORS, Ltd., 197, Fulham Rd., Ken... chipstead, School, S.W.S. Flaxman 0052/7255/7154.

BROOKLANDS: Aston Martin Sole Distributors.

1955 D.B.2-4 models available, demonstration.

1954 Aston Martin D.B.2-4 saloon,

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1953 Aston Martin 2.6-lt., Vant. eng., radio.
BUY or sell with confidence, guarantee,

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1953
1952 Vantage engine, low mileage, immacu1954 inte: £1,875.—Below
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BARTLETT will pay more for good Aston Martins.

2.7. Pembridge Villas, W.11. Bay, 0523. (W1013 ASTON MARTIN cars wanted for rash; full details.—Priary Motors. 1:4. Old Windsor. Windsor 2002-18.

Martin required immediately.—G.

GOOD Aston Martin required immediately.—G. Harpenden 118. (W2000

PRIARY MOTORS, Ltd., sole suppliers of spares, including reconditioned engines for all Aston Martin cars produce, up 1 1980; specialized servicins facilities — Old Windsor Tell Windsor 2022.

1938 Austin 7 Ruby saloon, one owner, mileage Rd., S.W.16. Streatham 6538. [C4059 Stres. Austin 7, 1938 Ruby saloon, choice of 4 Austin 72; terms, exchanges, list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead Huber Hampstead Smith, (C4018)

ROWLAND SMITH'S, the Car Buyers, Highest cash prices for Austin 7.—Hampstead (Tube), N.W.5. Ham. 6041.

CAR MART, Ltd. AUSTIN A30

ONDON distributors.

1953 Austin A50 4-door saloon, blue with blue upholstery A35 door saloon, heater, green 1953 with hrown upholstery 2425.—Car Mart. Ltd., 320, Euston Rd., London, N.W.I. Euston 1212.

1955 model A30. 200 miles only unmarked, black, overriders, number plates, Bluccol, £485.—
Tel. Northampton 2284, 155, Bulling Rd. [4726]
Tel. Northampton 2284, 155, Bulling Rd. [4726]
TILLWOOD MOTORS.—Austin, A30, 4-door saloon, 1953. one owner, heater, grey, fawn upholstery, 2459.—Mill Hill (London) 422.—400 saloon, heater, terms and exchanges.—Northways Garage, Swase Cottage, N.W.3. Primrose, 1127. [C3026]
Terms and exchanges.—Northways Garage, Swase Cottage, N.W.3. Primrose, 1127. [C3026]
Terms and exchanges, northways Garage, Swase Cottage, N.W.3. Primrose, 1127. [C3026]
Terms and exchanges, northways Garage, Swase Cottage, N.W.3. Primrose, 1127. [C3026]
Terms and exchanges, northways Garage, Swase Cottage, N.W.3. Primrose, 1127. [C3026]
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Austin A38 Gars Wanted

THE CAR MART, Ltd., London distributors, wish to T purchase Austin A50 cars.—Austin House, 297, Euston Rd., R.W.1. Euston 1212 (19825/R QWLAND SMITH'S the Car Buyers.—Highest cash prices for Austin A50.—Hampstead (Tube), R.W.3. Ham, 6041.

1946 Austin 8, blue and blue leather, reconditioned engine; £326, £80 deposit, balance 24

MCLAREN & COX. Ltd., 268. High Rd., Finchley, IG3063
MN.12. Te:, Hillside 0560/9353. IG3063
9900 brown leather; a rare bargain at £350.—L. F.
Dove, Ltd., Guildford Rd., Woking, Tel. Woking 1282.
EXCEPTIONALLY good 1948 model Austin 8 4-door saloon, re-con. engine, new tyres, accept low price; £285.—Gamble, 2. Beach Rd., Shoreham-by-Sea. Tel., 2210.

Austin Eight Cars Wanted

AUSTIN 8 saloon wanted.—Gordon Wooderson,
48a, Drewstead Rd., S.W.16. Streatham 8638.

(W4059 R OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 8.—Hampstead (Tube). N.W. 3. [W4018/R]

Austin 10, excellent condition, 22,000 miles, silding, roof; £355.—Reigate 2738. [468]
1947 Austin 10, excellent condition, 22,000 miles, silding, roof; £355.—Reigate 2738. [468]
1947 Austin 10 sin, a real bargain; £300.—Smith & Hunter, 376, Kensington High St., W.13
200.—Smith & Hunter, 376, Kensington High St., W.13
210. Austin 10, '47 type de luxe, £60.
210. Austin 10, '47 type de luxe, £70.
210. Austin 10, '47 type de luxe, £70.
210. Austin 10, '47 type de luxe, £70.
210. Austin 10, '47.
210. Austin 10 saloon, rebored engine, £70.
210. Austin 10, Austin 10 saloon, rebored engine, £70.
210. Austin 10 saloon, reported engine, £70.
210. Austin 10 cabriolet, rebored and in good order, £195, £65, balance 18 months.—Below.
210. Austin 10 saloon, resprayed and in good order, £195, £65, balance 18 months.—Below.
210. Austin 10 saloon, resprayed and in good order, £195, £65, balance 18 months.—Below.
210. Austin 10 saloon, resprayed and in good order, £195, £65, balance 18 months.—Below.
210. Austin 10 saloon, resprayed and in good order, £195, £65, balance 18 months.—Below.
210. Austin 10 saloon, resprayed and in good order, £195, £10. Austin 10 saloon, £10. Control of the first type for the fir

Austin Ten Cars Wanted

R OWLAND SMITH'S, the Car Buyers —Highest cash prices for Austin 10.—Hampstead (Tube), N.W.S. Ham 6041. Waguis/R. RIVATLY owned Austin 10.—5. Brac Court Waguis/R. Ston Hill, Surrey. Tules Hill 2768. Ston Hill, Surrey. Tulse Hill 2768. [W2037]

GARDNER & Co. (HENDON), will buy your Austin
10.—Hendon 3359 and 8460. [W2074]

CAR MART, Ltd.

LONDON distributors.

1954 Austin A40 Somerset saloon, sliding head, heater, green with brown upholstery; £635.
1952 Austin A40 Somerset saloon, heater, grey with beige upholstery; £635.
1953 Austin A40 Devon saloon (G.8.3), heater, 1953 Austin A40 Devon saloon (G.8.3), heater, 1953 Austin A40 Countrymastery; £535.
1953 Austin A40 Countrymastery; £535.
1953 Austin A40 Countrymastery; £635.
CAR MART, Ltd., 297, Euston Rd., London, N.W.1.
Euston 1212

NEWNHAMS, Ltd. 1952 Austin A40 Somerset saloon, heater, radio, NEWNHAM House, 255-7-9. Hammersmith Rd., London, W.6. Riverside 4646. [C3024]

Austin A40 Somerset saloon, beige/brown one owner; z655; choice of 12 other Austins.

ELITE MOTORS, 951/961, Garratt Lane, Tooting Broadway Tel. Balam 1200 (20 lines). [C1005]

H. A. SAUNDERS, Ltd., offer:—

CHOICE of several small mileage models from £595.

836-842, High Rd., N.12. Hillside 5272 (8 lines). M.I. CAR SALES (Pri. 6623) offer:-

1954 Austin Somerset saloon, blue hide upholstery, sliding roof, heater, 8,000 miles, taxed year: THREE months' guarantee: terms: list on application.
—Swiss Cottage, Fin.hiev Rd., N.W.3. (CloSi
H. A. SAUNDERS, Ltd., Golders Green, offer:—

1952 Austin A40 Somerset, one owner, black/red A UBTIN House, 140/144, Golders Green Rd., Golders Green, R. W. Li. Speedwell 6011 (10 lines), IC200-1954, A40 Somerset, 5,000 miles; 4250.—Below.

1954
1953 model Somerset. in immaculate condition:
1953 e595; hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Middx,
Tel. 2960. [C2055]
J. SHEPHERD & Co. (ENFIELD), Ltd., ofter:—

1949 Austin A40, excellent condition throughout, Co. (Ennield, Ltd., 483, Hertford Rd., Ennield, Howard 1831.

MEBES & MEBES, Ltd. (established 1895), offer—

1954 (June) Austin A40 Somerset sunshine de radio, heater, Oyler special piald loose seat covers, specialpiald loose seat covers, specialpiald loose seat covers, specialpiald lines of the covers, specialpiald lines of the specialpiald loose seat covers, specialpiald lines was considered to the covers of the special pial lines with the covers of the c MIL 2040. C3012

A UTOMOBILE & AIRCRAFT SERVICES Ltd. AUSTIN A40 (October, 1951) G.S.3; £495.

MARLBOROUGH Works. 4-mton. Tel. Wordsworth 7805 (5 lines). (C1008 1952 taxed; £495.
SIDFORD CAR SALES. 98-116. Commercial Rd., Southampton. Tel. Southampton 25252 (5 lines).

Side of the contract of the co

stead 8988

Somerset saloon, black/red, heater, 6,000

Agents), Staines 801.

Jack ROSE, Ltd., offer 1948 Austin A40, in blue, clean inside and out; £895.—Stafford Rd. Wallington, Surrey Wallington, 657.

Wallington, Surrey Wallington, 657.

Baler, Screenclean, one owner, carefully used: £875.

K J MOTORS, Ltd., Bromley. Rav. 3456.

MOTORS, Ltd., Bromley, Rav. 3456.

1951 Austin A40 G.S.3 saloon, heater, radio, one wore, immaculate; £485.—Arnotts Garages, Ltd., Grange Rd., N.W.10. Willesden 7571. 4567

595cm.—Austin A40 1954 model Someriet saloon, milesare; terms, exchanges.—Rowland Smith, belt with the saloon, grey, blue leather, heater, one owner, small milesare; terms, exchanges.—Rowland Smith, belt with the saloon, grey, sliding head, brown leather, radio, beater, and on owner, unmarked; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, belt hampstead (Hampstead Tube). Hampstead (604). (164018

1949 (Oct.) Austin A40 4-door saloon, radio, heater; £445.—R. S. Mead (Sales). Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. (2001).

£595 "! Austin Somerset saloon 1953, in black one owner, faultiesly maintained CAMDEN Solomon Solomon

1954 Austin A40 saloon, one owner, immaculate, with blue leather uphoistery, fitted heater £655—Le Grice Elers, 107-9, Old Brometon Rd., South Kensington, S.W.7. Kensington 2477. (C2055

1953 austin A40 coupe in light blue and blu eather, in absolutely new condition through out, low mileage and one careful owner. B.M.C. guaran M. G. FOGARTY (CAR SALES), Ltd., Guildford St., (4721) AUSTIN A40

1953 Austin A40 saloon, colour grey, sunsi roof, fitted heater; £565.—R. C. Wimbi Ltd., 312, Earls Court Rd., S.W.S. Fremantie 84 1953 (August) Austin A40 convertible couper owner, excellent condition £550.—Le Oddingley Grange, Nr. Droitwich, Worcs. Droit State of the Convertible Couper of the Convertib

Austin A48 Cars Wanted

THE CAR MART. Ltd. London distributors, wish to purchase Austin A40 cars.—Stanhope House, 520, Euston Rd., N.W.1. Euston 1212. [0957/R

R OWLAND SMITH'S, the Car Buyers—Highest cash prices for Austin A40.—Hampatead (Tube). N.W.3. Ham 6641.

A LMOST new A40 required at once—54. Streatham 1111 S W 2 Tuje Hill 676.

PRIVATELY owned A40.—5, Brase Court, Kingston Hill, Surrey. Tujak Hill 2768.

A 40 buyers.—Motourists (London). L4d., Great Court Real Fig. 126.

DRIVATELY owned A40. Devon wanted for (C3018.)

2301-2. [C3018]

PRIVATELY owned A40 Devon wanted for cash, low mileage.—Apply White, Grosvenor 8171 (extension 16), or 16, Napier Avenue, S.W.6. [4921]

TWIN carburettor, high compression conversion, etc., gives amazing improvement in performance.

1955 list price, conversion extra £35, ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. 345.

A Bucks. Tel. 35.

1955 (Series) Austin A50 saloon, blue/blue, covers, and a series (275,—Odeon Motors, Ltd., 1840)

A50 (Cambridge de luxe, 135 miles only,—Sidney Marcus, Ltd., 33, Sloane St., S.W.I. Tel. Sloane 3557/6970.

1955 (Soloon 200 miles only, finished blue, leather, and defroster, over-rider, guarantees—finished blue, leather, and defroster, over-rider, guarantees—finished Station, R.Z. Tudor 2301-2.

AUSTIN TWELVE

AUSTIN TWELVE
1939 Austin 12 saloon, excellent, guaranteed: £175;
S.W.7. Fro. 1519,
AUSTIN 12 1936 Ascot saloon, roomy car,
fully serviced; £175, or nearest offer—Euston
5020 Austin 12 Ascot saloon, black, brown leather,
excellent condition throughout, guaranteed:
£245.—Kings Motors, 1. High St., Hounsjow, Tel
5352.

ROWLAND SHITH'S the Car buyers.—Highest cash prices for Austin 12.—Hampstead (Tube). W.W.5.

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AUSTIN SIXTEEN

HEARSES, new and used always a selection for sale from £265, below. LPE AND SAUNDERS (COACHBUILDERS), Ltd., Station Approach, Kew Gardens, 'Phone Richmond

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HIRECAR Limousines, 1951/1952, competitive prices selection constantly changing, (descriptions posted) partition, 4-doors, forward occasionals, brown leather reasonable mileages, certified mechanically, from £595, HIRECAR Limousine, 1955, partition, forward occasionals, cacher throughout, black, (mileage saunders Lide, Providence Court, North Audiey Street, Mayfair-2941.

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Austin Sixteen Cars Wanted
HIRECAR 1949/51/55 Limousines urgently required,
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W. HAROLD PERRY, Ltd., Ford Main Dealers, 279, Ballards Lane, N. michley, N.12. Tei, Hillstone

1954 A. offer austin A90 Atlantic hard-top saloon, leather, 1951 heater, radio, eat covers: £550 W. HARGLD PERRY, Lid., Pord Main Dealers, 279. Bellards Lane, N. Finchley, N.12. Tel. Hillarde CAR MART, Ltd.

ONDON distributors.

1953 Austin A70 Hereford saloon, silding head 1954 radio, heater, blue with blue upholstery; £615 Austin A90 Atlantic saloon, heater, black with red upholstery; £858—Car Mart, Ltd 165, Bromley Rd., Cafford, S.E.6. Hither Green 1001 NEWNHAMS, Ltd.

1953 Austin A70 saloon, one owner, low mileage; NEWNHAM House, 255-7-9. Hammersmith Rd. NEWNHAM House, 255-7-9, Hammersmith Rd., London, W.6. Riverside 4646. (C5024

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B. J. HUNTER, Ltd., offer:—

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A90 saloon, 1951 (Nov.), very good condition, heater, must sell; offers.—Tel. Polegate 5595, 4648 A 90 heater, must sell, offers, 1464a 1952 Austin A70, heater, radio, one wher; £580 Beardmore, 26, Queensway, W.2. Bayswater (C1015)

G & M ALPREDS (1936), Ltd.—1932 Austin A70 St W.1 Euston 5268, 1956, Ltd.—1952 Austin A70 St W.1 Euston 5268, 1952 Hereford saloon one engineer owner; £550, 0.n.o. accepted.—24. Northway, Mashull Liverbool, Maghui 456. 1949 A70 Hampshire saloon, green, fawn hide owner; £455.—Robbins, East Putney, Tel. 780 (2800). ore owner; £445.—Robbins, East Putney, Tel. 780 (2800).

1952 (May) A90 saloon radio, heater, black immeriate: £565.—Sichards & Carr, Ltd. 35, Kinnerton St. London S. W.1 Soane 5424. (C5045 ATLANTIC electric drop head coupe, 1950, radio, heater, new condition: £485; exchange small saloon—45. Shirehall Park, N. W.4, Hendon 1642. [4715]
1950 Austin A90 coupe, power-operated hood and first-class car with terribe performance, fitted heater.

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St., W.14. [4ct.]

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[C1006]

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1936 Bentley 4\(\frac{1}{2}\)-litre Park Ward standard stee:

saloon, good condition; £995.—Portsmouth
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1947 Mark VI Bentley, James Young 2-door sport saloon, in exceptional condition throughout £1,750.—Woking 4277/8.

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1951 Bentley standard saloon, steel grey, on 1947 Sentley Mk. VI Frestone & Webb 4-doc £1,885.—32. Bruton Place, Berkeley Sq., W.1. Beyther & Good & Webb 4-doc £1,885.—32. Bruton Place, Berkeley Sq., W.1. Beyther & Good & Good

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CHARLES ATTWOOD & SON. Ltd., Wolverhampton.
Tel. 2079 Mark VI Countryman or estate required, give rull particulars, stating mileage and lovest cash price.—Dudley Beck. Darland Hall. Rossett.

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wrexham. Tel. Rossett 144.

1936 Bentley 3½-litre Park Ward drophead coupe, sliver and black, one owner, 60,000 miles, exceptional condition; £590.—Middlesex Motors.

Harrow 0022.

1948

Bentley standard steel saloon, in really excelsel.595 or near offer.—Wadham Garages, Ltd., WestonHeart St., WestonHeart

G&M ALFREDS 956). Ltd.—1948 Bentley 4superb, works history —6-7, Warren St. W.I. Enston

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1941 (August) Bentley 3½, Mk. VI standard steel
1941 (August) Bentley 3½, Mk. VI standard steel
1942 (August) Bentley 3½, Mk. VI standard steel
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1948 (August) Bentley 3½, Mk. VI standard steel
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CTel 20794. [4895]
\$595 - Bentley 34-htre Thrupp & Maberly sun
piete o/h. Bentley specialist maintained, very good
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1924 Red Labet 4-str. tourer, excellent condition.

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Scalpcliffe Rd., Burton-on-Trent.

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SERVICE unequalled

OFFICIAL repairers Bentley cars.

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F. WARD, Ltd. 1950 Bristol 401, radio, heater, all latest modifica-tions.
1954 Bristol 403 saloon, 18,000 miles, grey with grey upholatery.
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RICHARD STEED offers:

1952 Bristol 401, showroom condition in dark green: 21,550.—The Fernhill Garage, Beg-broke Gron Ri Budding 12. [4925] PROOKLANDE.—Individuality.

1951 Bristol 2-litre 401 saloon, radio, heater. 103. New Bond St., London, W.I. Mayfair 8351-6.

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403 Bristol, black with brown leather, heater and the seat covers, remote gear change, etc., 4,705 miles; £2,000.—Below 401 Bristol, grey, with heater and radio, seat covers and windscreen washers, 1950; £1,100.—Below.

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London, W.J. 241 Locars Wanted

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BUGATTI 1939 2-seater coupe 14,000 miles: £1.500.-J. Vale 1351.

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1953 Buick Dynaffo, heater, tinted windows, fitted
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1947 Cadiliac saloon, one owner, recently pa

1947 Cacililac series 61 4-deor saloon, radio, heater, Cacolilac series 62 4-deor saloon, radio, heater, Cacolilac series 62 4-deor saloon, radio, heater, Eus. 446.
1952 Cadillac convertible, 15.000 miles, radio and Below, beater, power steering, trimmed leather.

1752 heater, power steering, trimmed leather.—
1951 Cadillac 4-door saloon, radio and heater.
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1956 Cadillac hard-top, radio, heater, very attraction.
1958 Cadillac for passenger limousine—Joe Thompson (Motors), Ltd., 91-95, Fulbain Rd., South Rensington, S.W.3. Kensington 488.

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1954 Chevrolet Power Glide Special Bel Air 4-door whitewall tyres, heater, radio, silk loose covers. METOALEE & M.NDY, Ltd., 280, Old Brompton Rd., S.W.5. Fremantie 547. 280, Old Brompton Rd., S.W.5. Fremantie 547. (23064) Control of the property of the control of the property of the control of the contro

MANY others in stock.

British & COLOMIAL MOTORS, Ltd. (Distributors for London & Home Counties), 18-14, Upper St. Martin's Lane, London, W.C.2 (ad), Leicester Square Tube Station). Templ? Ba · 5588. (1007 Tob Special 1939 right-hand drive saloon, black/grey cloth, forlamps, heater, one owner, 60.500 miles; 2475.—Mayfatr 524.

1952.—Mayfatr 524.

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1952.—Taylor & Crawley, Hyde Park Corner, 33. Grosvenor Crescent Mews, S.W.I. Slo. 5213. (2036) 1947 (June) Chevrolet r.h.d. 2-door, 6-seater Club mileage and mechanically as new; £485.—Gould Brothers, Motor Engineers, 6/7, Bath Rd., Exeter. Tel. 4668.

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CHRYSLER distributors will purchase all types of Chrysler vehicles.—59-65, Belsize Rd., Swiss Cottage, N.W.6. Mai. 5555/2155. ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Chrysler.—Hampstead (Tube), N.W.3. Ham. 6041 Ham. 6041

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1951 (October) Citroen Light 15, one owner, mechanically faultiess, spoiless black cellulose with beautiful fawn leather, lust fitted set of new tyres, extras include screen consistency. Ltd., Beverley, exchanges—Highams Park Carasses, Ltd., Beverley, E.A., Highams Park, London, E.A., Larkswood 7206/2051. Garages, Ltd., Beverley E.4. Larkswood 7208/2 C. G. NORMAN & Co

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950 model Citroen Light 15; £485. RETAILERS and buyers of the finest used Citroen cars, all with 3 months' written guarantee.

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metalescent grey, showroom condition; to-day's price lear £1,000; our price £445.—492-6. High Rd. Chiswick, W4.

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Kinnerton St., London, S.Wil. Sloane 5224.

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1052 ms.—Citroen Light 15, 1952 Roadster coupe, exchanges.—Rowland Smith, below.

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St., S. W. 1 (Sloane 5480).
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1951-52 Daimler 21/2-litre Consort saloon, radio, heater, blue with blue uphoistery; £225.—Car Mat., Ltd., 582, Streatham High Rd., & W.16. Streatham -0054. STRATSTONE, Ltd.

DAIMLER 2½-litre Binpress saloon (Jan. 1952), grey, how me leather, 17,000 miles; £2,250.

Dalmar 2½-litre Century saloon (May. 1954), black beige leather, 7,000 miles; £1,255.

JAIMLER 2½-litre Conquest saloon (Jan. 1954), grey blue leather; £1,275 saloon (Oct., 1951), black lower leather; £1,275 saloon (Oct., 1951), black red leather; £75.

Dalmar 2½-litre saloon (Hov., 1949), black, red leather; £75.

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B. J. HUNTER, Ltd., 22, Cricklewood Broadwa
N.W.2. Tel. Cladstone 6305. [C20

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CHARLES POLLETT, Ltd., official Daimler agents.

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Mayfair 5242. [C36]
1950 model 24/2-litre saloon black, heater, voof, 22,000 miles only, spotless; £675.—Wham, Surbiton Hill Rd., Surbiton, Elmbridge 1873.

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Ltd., Coventry 2146-7.

1953 leather, radio and heater, many extrus, sm.

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this car is immaculate, engine very good, speedo reading 20,000 miles.

FREEMAN, Ltd., Grosvenor Garage, Burnage A. FREEMAN, Ltd., Grosvenor Garage, Burnage C. 14476, asloon, black brown, fitted radio and heater, 15,000 miles, one owner since new; £1,025,—94, Gt. Portland St., Wil. Lan. 1343.

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AMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Showrooms open until 8 p.m. (C1035

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1954 Daimler Conquest dual colour, black and Col

antee. 21:345.—Steele Grimtins, London, S.E.S. Roder 2001—6 paimler Consort saloon, finished in black heater and appt lamp, mileage 6,000, one careful owner/driver, 3 months' guarantee, exceptional conditions of the consorting o throughout, £1,279.—County Cassage, Tel. 2279,3745.

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4595; written guarantee.—5, Warren St., W.I. Euston 410. 911 Daimber special super sports (CIOAO 212.95); Daimber special super sports (CIOAO 212.95); Daimber special super sports of the special super special special

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models.—Coventre & Jeffs Ltd.. Daimler Distributors.
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MODERN 27hp/36hp, also EL24, good condition 7-seater Limousines required, details please. A. & S. Ltd., 2 Providence Court, North Audley Street (W1006)

Daimler Spares and Service (W1006 INGSTON-ON-THAMES Dulmier specialists for

KINGSTON-ON-THAMES—Daimier specialists for sales and service.

G. W. WILKIN Lid., t. Weston Park and 84, Eden St., Kingston Kingston 2241.

Daimler and Lauchester specialists.—Debnam Motors, 17, Atherstone Mews, S.W.7, Western 4541.

ARGOT ENGINEERING, Lid.—Complete overhauts with the services Daimler care, preselector gear box exchanging any vices. Daimler care, preselector gear box exchanging any vices. The property of the services of the s

METCALFE & MUNDY, Ltd.

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DELAGE special drop head coupe, maroon and gunmetal, whole car entirely overhauled and little used since, a really magnificent car; £250.

METCALFE & MUNDY, Ltd. 280, Old Brompton (C5064)

Rd. S.W.5. Fromantic 5471.

23 2 1:1-938 D.6,70 Delage sports saloon, special with factorism of the control of the control

Delage Cars Wanted

OOD Delage required immediately —O. Edwards.
Amenbury Lane, Earpenden, Herts. Harpenden 116.
W2000

CREST OF BOURNEMOUTH offer

CREST OF BOURNEMOUTH OHEA.

1952 Delahaye. 155m drop head coupe by Selborne
of Mayfair, 16,000 miles only, right-hand
drive, fitted Motorola radio, Marchal spotlights, painted
hack, blue hide upholstery; appearance as new; 21,175.
CREST OF BOURNEMOUTE, 14, Westcliff Rd.
Bournemouth 7160.

GOOD Dellow required immediately.—G. Edwards.
Amenbury Lane, Earpenden, Herts. Harpenden 15,
(W2000)

SIMPSON'S offer:- DE SOTO

1950 De Soto Customa, fluid drive radio, hester.
SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 545, High Rd., Wembley 6691/5003

D.K.W. Master de luxe saloor

CLIENTS' own spares fitted; overhauls and repairs our speciality; good allowance for D.K.W. cars against new Ford cars.—B. & M. Garages, Ltd., 42a. 8t. Michael's St., Paddington, W.2 Paddington 6877.

D.K.W. Spares and Service big-ends and mains fitted to D.K.W. crans

NEW big-ends and mains litted to D.R.W. crans-shafts.

C. F. SMITH & Co., 85-85. St. John's Hill. Ciaplian Junction Bat. 0371.

GENUINE spares service and maintenance—Schenk Motor Engineering, 465. Stretford Rd., Manchester, 16. Tra. 0323

16. Tra. 0323 DODGE 1954 Dodge Ringsway (Sept. 54). r.h.d., under 5,5000 miles, as new —Joe Thompson (Motors). Ltd., 91-95. Fulham Rd. South Kensington, 8.W.3. Rensington 4558.

CREST OF BOURNEMOUTH of

1954 Ferrari V12 Superleggera saloon, Dive. Dive Dart exchanges considered. CREST OF BOURNEMOUTH, 14. Westcliff Rd. Bourcemouth 7149. FIAT

S. & B. MOTORS

1949 Flat 500cc onv, reconditioned engine, new hood and tyris, r.sprayed pale green beautiful car; 2375.—See below, 1.1.d., reconditioned engine, part 500cc, one owner 4-door saloon, good condition, bargan, 2240.—Al above at 8, & Motors, 165a, Westbourn Grove, Will. Bay 1666.

MAYFAIR GARAGES, Ltd.—Current type 500c (reg Sept., 1952) Gay convertible coupe, bronze, Tygans.

£450.—Below,

MAYFAIR GARAGES Ltd.—Current type 500c o'v
convertible coupe, black with Italian upholstery. £425.—Below.

AYFAIR GARAGES, Ltd.—1959 500 2nd series full
4-seater convertible saloon (choice of three); £260

Mayfair Garages. Ltd.—1939 500 2nd series de Miuxe convertible coupe (choice of four): £245.—

MayFAIR GARAGES, Ltd -1937 1500 de luxe 4-door pillarless saloon, post office red; £195,--

M door pillarless saloon, post office red; £195.—
Below.

MAYPAIR CARACES, Ltd.—1938 500 convertible
Coupe, black; £125.—Below.

MAYFAIR GARAGES, Ltd.—500 de luxe convertible
coupe, maron and black; £125.—Below.

MayFAIR GARAGES, Ltd.—197 500 hard top coupe,
maron and black; £125.—Below.

MAYFAIR GARAGES, Ltd.—198 500 hard top coupe,
price list and copy of "The Autocar" road test
point on request.—Below.

MAYFAIR GARAGES, Ltd., can now accept orders,
to be new 1955 500c for very early delivery.

MAYFAIR GARAGES, Ltd.—198 (elivery.

MAYFAIR GARAGES, Ltd.—198 (elivery.)

Fiat Cars Wanted

R OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Flat.—Hampstead (Tube). N.W.5. Ham. [W4018/R MAYFAIR GARAGES, Ltd.-Top cash prices for Flats.-Balderton St., W.1. Mayfair 3104, [0695/R Fiat Sparce and Service
Fiat Sparce and Service
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MAYPAIR GARAGES, Ltd., comprehensive Plat service, Balderton St., W.1. Mayfair 5104/5. S & 8 MOTORS.—Flat 500cc spare stockists: retail and trade replacement service units.—165a. Westbourne Grove, W.11. Bay, 1644.

First (ENGLAND), Ltd., Water Rd., Wembley, solic licences for the United Kingdom, are only source of genuine Flat spares and service.—Tel. Perivale 5651. Orams: Plat Wembley. RAYMOND WAY.

RAYMOND WAY, East London branch.

1946 Anglia saloon, black with fawn interior, very tioned engine, spotlight, etc., 235gms, or 663 deposit. EASY hire purchase on the spot with no references, no formalities or guarantors, part exchange on your present car or motor cycle; always a huge selection of pre- and post-war cars to choose from.

RASCON Kings. 4066. DERRY'S OF HARROW

HAVE an excellent selection of post-war Shp salo PHONE Harrow 4282 and 9140 for details.

W. HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middlesex (opp. Bus Depot). [0099/R]

DAGENEAM MOTORS, Ltd., Ford Main Dealers,

1953 Ford Anglia, black/red, 22,000 miles; £365. 1953 Ford ABRIES, SEES 184 AG66), 374, Ealing 56 Rd., Alperton, Middx. (Perivale 3588), and 6, 8 and 12, Sangley Rd., Catford, S.E.6 (Hither Green)

4621) 4 Ford new Anglia, black/re1, 5.000 miles, faxed; £550. aloon, grey/red, as new, taxed; £570. Anglia saloon, grey/red, as new, taxed; £570. CAR SALES, 98-116, Commercial Rd., Southampton. Tel. Southampton 25252 (5 lines), 14962

1955 (series) Pord Anglia, black/red, heater; £575.—Odeon Motors, Ltd., Barnet 1144.

1949 Anglia, black, good condition, garage mai tained, no dealers; bargain £280.—Sou. 570 A NGLIA fawn, 1954, heater, under 1,000 miles; & no offers, 29, Albion St., Brighton, Tel. 24

£245 Exceptionally good 1947 Anglia salor Micklewright, 224, Brighton Rd., Land

1950 Ford Anglia, black, outstanding; £310.— 4 Hunter, 376, Kensington High St. 1950 Ford Anglia, one owner since new, very nice condition throughout; 3 months' guarantee;

C & W. MOTORS, Ltd., Queens Head Garage, East C End Rd., N.S. Finchley 6256 (5 lines) (C1061 1954 Ford Anglia, blue, radio, small mleage, as flatory 8q. W1. Euston 7811.

1955 model Ford Anglia, genuine additional hand clutch, through driver, -7. Willard Rd., Yardley,

1949 Ford Anglia saloon, one owner mileage, good condition; Garage, 134, West Hill, Putney, S.W.15.

1953 (September) Anglia, 6,000 miles nitely as new; £375; guaranteed.

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FORD Anglia. October, 1955. genuine 15.976: 1
Green and beige, heater, double dippting lights, lamp, twin rear and spot lights, radiator mults, other extras, £345.—1.8. Bird Automotiles, 118. Right Rd., S.E.18. Lee Green 1072.

DRIDE & CLARRER, Ltd.—1955. Ford Anglia sale grey brown, givenn however, black fred, low and choice if row for the control of the co

FORD ANGLIA

1949-56 Ford 8 Auglia, reconditioned engine, £295:

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FORD (8 h.p.) Together the state of the state #225 — First was 1950, one owner, excellent of the filting reconditioned engine, see the second reconditioned engine, see the second reconditions and see that the second reconditions are seen as the second reconditions and see that the second reconditions are seen as the second reconditions and see that the second reconditions are seen as the second reconditions are seen as the see that the second reconditions are seen as the second recond reconditions are seen as the second reconditions are second reconditions.

Ford Eight Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford 8.—Hampstead (Tube), N.W.3. Ham, 6041. Tanh. co41. [W4018/K]

5 Ford 8s wanted; why accept less for your Ford 8 market value from
FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2254. Open week-days 8 a.m. to 6 p.m. [W2008]

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1954 (registered 1953) Ford Popular, well-main-part exchanges cars or motor cycles; terms.—36-52. Dudden Hill Lane (near Dollis Hill Underground). Willeaden ARG9.

1954 Pord Popular, as new; £380. SCOTT CARS, 347, Finchley Rd., London, N.W.3. DAGENHAM MOTORS, Ltd., Ford Main Dealers.

1954 Ford Popular, black red, choice of 5, 9,000 miles from £370.

56 Park Lane, W.I. (Hyde Park 4966), 374, Ealing Rd., Alperton, Middx. (Perivale 3388), and 6, a

280 Suthampton. Tel. Southampton 22522 (5 lines), [4961]
2385 to £415.—Ford Popular saloons, 1953 to 1954.

ERRARIS OF CRICKLEWOOD, £46. 200-220.
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1953 Ford Popular, little used, £530.—Smith & 200-220.
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1958 Western 2512.
1958 CHARKE, £16.—1953-4 Ford Popular and Popular saloons, 2,000 to 15,000 miles, choice several from £592. Smoths' guarantee; terms, exchanges; lists.—Stockwell Rd., S.W.9. Briston 6251.

FORD PREFECT

W HAROLD PERRY, Ltd., Ford Main Dealers, 279, Pallards Lane, N. Finchley, N.12. Tel. Hilliside 1952 Ford Prefect, black/red ipholistry, heater, 1952 Ford Prefect, black/red ipholistry, heater, 1952 Ford Prefect, black/red ipholistry, heater, 1958, W. HAROLD PERRY, Ltd., Ford Main Dealers, 279, Ballards Lane, N. Finchley, N.12. Tel, Hilliside 1954, 1958, pp. 1958,

HPG

HPG (October) Ford Prefect, one owner, quite 1952 actonishing condition, green, beige interior indistinguisnable from brand new; £455; terms an exchanges. —Highams Park Garages, Ltd. Beverley Rd. Highams Park, London, E.4. Larkswood 7206/2031

BENTALLS, Ltd.

1953 Ford Prefect, black: £465 -Kingston-on-CAR MART, Ltd.

1953 Ford Prefect saloon, black with fawn leath upholstery; £475.—Car Mart, Ltd., Glouces House, 150, Park Lane, W.I. Grosvenor 5434. (Cl6 PERRY'S OF HARROW.

HAVE an excellent selection of post-war 10hp PHONE Harrow 4282 and 9140 for details.

W. HAROLD PERRY, Ltd., High Rd. Harrow Weald, Middlesex (opp Bus Depot). (0099/R

1953 Ford Prefect saloon, black, hide upbolstery, other overseas our bargains see page 500 VERSEAS CARS, Ld., 227, Brompton Rd., Knights-bridge, S.W.J. Kensington 7475. [CSOS] LLAN TAYLOR MOTORS Ltd., offer:—

1947 Ford Prefect, leather upholstery, taxed: £295. 1949 to 1950 Ford Prefects

EVERAL available from £355.

HIGH St., Wandaworth S.W.18. Tel. Vandyke 4433
1955 Perfect, works mileage; part exchange welcomed.
SOUTT CARS, 347. Finchley Rd., London, N.W.3.
Bampstead 7779/8678.
1955 Perfect, 250 miles only, owner soing abread; 16461

DAGENHAM MOTORS, Ltd., Ford Main Dealers.

1952 Ford Prefect, black, hide, heater, 15.002
1952 Ford Prefect, black, hide, heater, 15.002
1954 Ford Prefect, black, brown hide, 17,000
miles; £415.
56. Fark Lane, W. (Hyde Park 4866), 374, Ealing
56. and 12, Sangley Rd., Catford, S.E.6 (Hither Green
1851) Ford Prefect saloon, black/beige hide, immaculate, taxed; £445.
1952 Ford Prefect saloon, Channel green/beige,
1953 Ford Prefect saloon, Channel green/beige,
1954 CAR SALES, 98/116, Commercial Rd.,
1954 Ford Prefect saloon, 1949 (July), black
1954 Ford Prefect saloon, 1955 (Jackson2334, Open week-days 8 a.m. to 6 p.m. (C2008
1954 Ford Prefect saloon, 1954 (July), black
1955 Ford Prefect saloon, 1955 (Jackson1955 Ford Prefect October, 1959, saloon, one
1955 Ford Prefect October, 1959, saloon, one
1955 Ford Prefect Section Prefect Smith Smith, 1965 (Jackson1955 Ford Prefect Schooler, 1954), saloon, one 325gns.—Ford Prefect October, 1949, saloon, on owner; terms, exchanges.—Rowland Smith

below. grs.—Pord Prefect 1939 saloon: ferms. ex-16.5 changes. list., open 9-7 week-days and Satur-days.—overland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018 £285 .—Ford 10 1946 Prefect, well kept, good tyres.

BENMOTORS, 1. Clarendon Rd., Holland Park, London, W.11. Park 5066-7 (50 yards Holland Park Tube). Exchanges, h.p. 1949 Ford Prefect, one owner, small mileage, as new; £395; 3 months' guarantee, terms and

exchanges. The state of the sta

Lid.. Wote St., Basingstoke. Tel. 1690/1, evenings 980 1427

HILL-WOODD MOTORS.—Ford Prefect, 1953 1427

Hitwo-tone hide upholskery one owner, almost a rever 2470—Mill Hill (London) 4252. [4844

1953 Ford Prefect, 11.000 miles, one owner, spotses; exchanges, h.p.; £425,—11, Perrymead Prestwich. Manchester. Prestwich 2057. [2066]

1949 Perfect saloon, black, guaranteed; £335

dens Mews, Kensington, W.14. Park 9704 & (2308)

1948 Prefect, radio, spotlight, over-riders, estable tyres, taxed December, good condit £325.—110, Battersea Rise, S.W.11. Battersea

£250 | 11 - 1947 4-door Prefect, l.h.d., perfect dition; also 1939 4-door, £175.—A.Z. M. 100, Palmerston Rd., N.W.6. Mai. 4723. Open al

Saturday. [Cit01]

2385—Prefect, 1950 (December), black, leather, heater, many extras, fitted reconditioned engine.—Bubett Dees, Ltd., Sideup By-Pass, Sideup, Lill, WOOD MOTORS.—Ford Prefect, 1949, black, brown hide upholstery, heater, recent recon engine and gear box, all good tyres, beautifully kept; £345.—Mill Hill (London) 4252.

1955 Ford Prefect saloon, black, red leather, Trico screen wash, radiator blind and thermometer, twin wing mirrors, under 400 miles, as new; £625.

\$299 -1947 Ford Prefect, immaculate condition, bargain, choice of two.—G.P. (Balham). Ltd., 2c, Balham Hill, S.W.12, (100 yards Clapham South Tube.) Batt, 1107-6-9.

1951 Front 10 Prefect, reconditioned engine; £365; changes.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (nearest Tube, Camden Town Station). Euston 2700

FORD (10 h.p.)
1948 Ford 10 4-door saloon, leather upholstery, good condition; £259.—Macaulay 1265 feers

Ford Ten Cars Wanted

FORD Prefect saloon required; about £350,—"Greenways," 81, Alresford Rd., Winchester. [W1010] MARSTON MOTOR Co., Ltd., for your Ford 10.—Tel.

Marston Motor Co., Ltd., for your Ford 10.—Tel.
Sta 8000, Seven Sisters Rd., Tottenham, N.15.
[0179] R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford 10.—Hampstead (Tube), N.W.5. Ham. 6041.

H. A. SAUNDERS, Ltd., of Worce

1954 Ford Consul convertible, black with red leather, fitted heater, only 1,800 miles, as New: £785. AUSTIN House, Castle St., Worcester. Tel. 2368. [C4005]

FORD CONSUL

W. HAROLD PERRY, Ltd., Ford Main Dealers, 279, Ballards Lane, N. Pinchley, N.12. Tel. Hillside Ballards Lane, N. Finance, 1953 Consul, black with leather upholstery, heater, 1953 Consul, black with leather upholstery, heater, 1953 Edilo, black with beige feather and heater; 610, black with beige feather and heater; 279, HAROLD PERRY, Ltd., Ford Main Dealers, 279, Ballards Lane, N. Pinchley, N.12, Tel. Hillside

RAYMOND WAY.

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RAYMOND WAY, the hire purchase specialists.

1951 Ford Consul salcon, fusished in very attraction miles, one careful owner only; 499 guineas or £151/19 deposit, balance 24 months.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars and the spot with no references. The spot with the spo

DAUERHAM MOUNTS, Mar. 1812.

1954 (Nov 1953) type Ford Consul, black, hide, heater, 15,000 miles; £620.

56 Park Lane, W1 (Hyde Park 4866), 374, Ealing Consultation of Rd. Alperton, Middx. (Pertuale 3388), and 6, 8 and 12, Sangley Rd., Catford, S.E.6 (Hither Green 4821).

1953 Ford Consul. black, seat covers and heater HAMILTON MOTORS (LONDON). Ltd., 466-490. Edgware Rd. Londou. W 2 Paddington 0022 (12 lines).

\$655 -Consul 1953 (June), 7,000 miles only, black.

\$655 -Consul, 1954, Dorchester grey, excellent condition.-Fabert Dees, Ltd., Sidcup By-Pass,
Sidcup, Kent. Footscray 1244.

Sideup, Kent. Footscray 1244.

1953 Ford Consul saloon, black/red, !:eater, one owner; £595.—Odeon Motors, Ltd., Barnel (C5022)

[C3002]

55.5 !!!—1952 Ford Consul saloon, 22.000 miles, guarantee: hire purchase, exchanges.

Lambs Of WOOD GREEN. Finchley Showrooms.

Lambs Of WOOD GREEN. Finchley Showrooms.

421-423. High Rd., Finchley, N.12. Finchley 6221.

(East Finchley Underground.)

1953 dition as new, £585.—Arnotts Garages, Ltd., Grange Rd., N.W.10. Willesden 7571. [4568

1953 Ford Consul in black, red leather, fitted heater, immediate; £555.—R. S. Currie & Co., Ltd., 105, Westbourne Grove, W.2. Bayswater 0085.

FORD Consul. Nov. '53, black, heater, one owner, immaculate; £595.—Carris Motors, Ltd., Lewisham Bridge, S.E.13. Lee 8585. [4832

Bridge, S.E.15. Lee 8585. 1959 (1952) (1952) (1953) (1954)

WALTER SCOTT, Ltd., offer 1954 Consul, black, leather, heater, 6,000 miles, unmarked: &650—59, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube), Primrose 5914

HILLWOOD MOTORS.—Ford Consul, 1954, black, leading on owner, low mileage, heater, carefully stryled and maintained; £640.—Mill Hill (London) 4332.

(London) 4c32.

TANKARD & SMITH, Ltd., offer 1954 Ford Consul,
Dorchester grey with red leather, one owner, heater
and radio, low mileage, magnificent condition; £645;
3 months' written guarantee.—194--198, Kings Rd.,
Chelisea S. W.3. Flaxman 4801.

Ford Consul Cars Wanted

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Ford Consul.—Hampstead (Tube), N.W.3, Ham. 6041. [W4018/R ALMOST new Consul required at once .- 54, Streatham Hill, S.W.2. Tuise Hill 2676 FORD Consul buyers.—Motourists (London), Ltd Great North Pd., East Finchley Station, N.J. Tudor 25C1-2.

CAR MART, Ltd.

1954 Ford Zephy; saloon, heater, grey with re leather upholstery: £740,—Car Mart, Ltd 37, Davies St., Grosvenor Square, W.1, Mayfair 501 (213)

RAYMOND WAY.

RAYMOND WAY, East London branch.

RAYMOND WAY, East London branch.

1953 green and black, red leather, fitted radio, heater, Ace Rimbellishers, long range head lamps, Flamethrowers, one owner; 599gns or £126 deposit.

1951 zephyr 6-cyllinder salo-in, original olive green, and original olive green, single leather, radio, heater, Ace constanding example; 529gns or £130 deposit.

East hire purchase on the spot with no references, no formalities or guarantors, part exchange on your present car or motor cycle; always a huge selection of the spot with the spot with the spot with the spot with the spot work of the spot with the spot with the spot with the spot work of the spot with the spot with the spot work of the spot with the spo

AUTOMOBILIA, Lid., offer:-

1954 (Oct., '53) Five Star Ford Zephyr 4-door de beater. Ace Rimbellishers, fog lamp, low milesge, ex-ceptional condition: £695—Automobilla, Ltd., Pipp-brook Garage, Dorsing, 304.

SLOCOMBES, Ltd.

1953 model Zephyr, light grey, red leather interior model Zephyr, light grey, red leather interior fitted heater, in first-class mechanical order through and immaculate appearance; £650: unique guarant part exchanges, cars or motor eyeles—36-52. Dudde Hill Lane (near Dollis Hill Underground). Wilest Austin Lane (near Dollis Hill Underground).

OVERSEAS CARS, Ltd., offer:-1954 Ford Zephyr saloon, black, heater, mileage gains see page 37.

O'ERSEAS CARS, Ltd., 227, Brompton Rd. Knightsbridge, S.W. 5. Kensington 742.

WARWICK WRIGHT, Ltd., offer:—

1953 Ford Zephyr Six saloon, black with red Warwick WRIGHT, Ltd., 150, New Bond St., W.I. Mayfair 9761.

GUY SALMON AUTOMOBILES offer:—

1954 (June) Ford Zephyr, convertible, heater and leather, 7,000 miles, one owner £885, 1970 Zephyr saloon, 12,000 miles, one owner, immaculate; £825.—Portsmouth Rd., Thames Ditton. Emberbrook 5551.2-5. (C4001 WOKING MOTORS (MAYBURY HILL), Ltd.

1954 Zephyr convertible, 600 miles only, heater, cost £1,100; accept £855. Woking 4277-8.

ALLAN TAYLOR MOTORS, Ltd., offer:

1953 Ford Zephyr, 13,000 miles, colour green, HiGH St., Wandsworth, S.W.18. Tel. Vandyke 4453 W. J. BROWN, Ltd., established over 30 years.

1954 Ford Zephyr, Dorchester grey, radio, heater, 339. Finchley Rd., N.W.J. Hampstead 4414, [Clo25]

1954 Ford Zephyr, blue, hide, heater, 2.700 miles; 2725.
56 Park Lane, W.1 (Hyde Park 4966), 374, Žaling Rd. Alperton, Middx. (Perivale 3398), a.d. 6, and 12, Sangley Rd. (Catford, S.E. 6. (Hither Cross of Control of Con

1953 Ford Zephyr saloon, leather, heater, etc.;

1953 Ford Zephyr saloon, leather, neaser, etc.,
Marlborough Works, Kenton. Tel Words,
(Clooß
1953 Ford Zephyr, radio and heater, acreen washer,
as new, 2600.
COTT CARS, 347, Pinchley Rd., London, N.W.3,
Hampstead 7779/867 (July, 1951), green, recently
overhauded, radio, many extras; £525,
TRATSTONE, 40, Berkeley St., W.1. (Mayfair 4404.)
(C4022

1953 Ford Zephyr, 12,000 miles, black, beige hide fitted heater; £650.—Haskins, Ladbroke 1155

1953 model Zephyr saloon, Canterbury green owner, taxou, £595.
SiDFORD CAR SALES, 98/116, Commercial Rd Southampton Tel. Southampton 25252 (5 lines. FORD Zephyr convertible saloon registered Novem ber, 1954, 1,189 miles only, grey with red leath upholstery, heater; &875; part exchange and deferrence bergin berg

upholstery heater; ASTO. (DORKING), Ltd., 194899
1954 Rester & Co. (DORKING), Ltd., 194899
1954 Rester, leather, low mileage: £250—Toltworth Motors, Ltd., Embreacter, 20,000 miles, one 1953 owner; £61011.—AZ. Motors, 100, Palmerston, Rd., N.W.6, Mai, 4723. Open all day Saturday, (Cioli Red., N.W.6, Mai, 4723. Open all day Saturday, (Cioli Red., N.W.6, Mai, 4723. Open all day Saturday, Proping Saturday, Pr

1953 Zephyr saloon, leather, heater, low milease, well maintained and regularly serviced choice from £600; written guarantee; terms; exchanges, trade enquiries welcomed HAROLD SIMONS, Ltd., Pord Agenta, 397-401, High Rd. East Pinchley, N. 2. Finchley 0052-55-54, any.

1954 Ford Zephyr saloon, black, red bide, find heater and radio, one owner; £735.—R. Wimbush, Ltd., 312, Earls Court Rd 8.W.5.

1954 Zephyr, black, radio, heater, leather, et al. 1954 Zephyr, black, radio, heater, leather, et al. 1,000 miles, written guarantee, £715 London Cars, 592-6, Greenford Rd., Greenford, Mid-

Waxlow 2645.

1951 Zephyr saloon, radio, heater, one owner
terms.—Palmers, 3, Russell Gardens Mews, Kensingtor
W.14. Park 9704 and 5968.

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1954 (regd. Sept., '55) model Zephyr saloon black red leather, heater, low mileage, extras, one owner; £625.—Partiles Service Garage, Ltd., London Rd., Guildord 5529

SPITEMBER, 1953 Zephyr saloon, black with red leather; speedo reading 10,000, as new throughout, Greyhound Hotel, High St., Bromley, Kent. [491]

1954 and beater, copies, numerous other extras, E75.—Kirkwood Cars, 78. Streatham Hill, S.W.Z. Tuise Hill 1288. (C2037

595m.—Ford Zephyr 1953 saloon, leather, rad beater, one owner, small mileage, exception terms, exchanges, list: open 9-7 week-days and Satt days—Rowland Smith, Hampstead (Hampstead Tub Hampstead 6041.

Hampstead 604.

PRIDE & CLARKE, Ltd.—1953 Ford Zephyr saloon, black 'red, blue blue, heater, radio, low mileage choice 4 from £592; 1952, blue blue, heater, radio, ow mileage choice 4 from £592; 1952, blue blue, heater, radio, energe, state.—Blockwell Rd., S.W.3. Brixton 6251.

[5504]

Pord Zephyr saloon, radio, heater, leather out. £659, b. terms and exchanges.—Moston Service Station, Ltd., 347. Hollinwood Ave., Moston, Manchester, Jo. Tel. Palisworth 1425.

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1954 series I 4 Series Ford Zephyr saloon, 7,000 miles only on private owner, finished green, fitted ater, spare until the dearm from 2725, with guar-tee, Motourista (London, Ltd., Great North frond at Finchley Station, N.2, Tudor 2801-2, (2001-East Finchies Station, N.2. Tudor 2501-2. [C501-1]

1953 Zephyr, late 1.54, entirely new latest body specialist equipment includes S head, 6-branch manipulation of the state of the state

Feed Zephyr Cars Wanted

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W. HAROLD PERRY, Ltd. Ford Main Dealers, 279-Bailards Lane, N. Finchley N.12. Tel, Hillside 4444, offer: 1953 Zodiac, grey/green, 11.500 miles; £775,

W. MAROLD PERRY, Ltd., Ford Main Dealers, 279, Bailards Lane, N. Pinchley, N.12. Tel. Hillside (C5042 NEWNHAMS, Ltd.

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NEWNHAM House. 255-7-9. Hammersmith Rd... (03024
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Park Lane, W. (flyde Park 4866), 374. Ealing Research and Sperion, Indian, Perivale 5388), and 6, 8 and 12, Sansiey Rd., Catford, S.E.6 (Hither Cicles

4821)

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Hampstead 7779/8676.

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1951 Prod Pilot, black, one owner, low milesge.
1951 exceptional condition; £425.
JOHN WILSON AUTOS, Ltd., Sanderstead Rd., South
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1 C5063
365 ms. -Pord V.8 Pilot 1959 saloon, leather, radio, heater, terms, exchanges, list, open 9-7 week-days and Saturdays. -Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

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Harpenden 118.

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1939 Frazer Nash-B.M.W. 527/80 f. head of exceptional condition throughout; £5 sargeant & Collins, Bromley. Imperial 2242.

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1955 Hillman Minx Anniversary saloon, low mile-age, 2555.
1955 Hillman Minx Anniversary saloon, low mile-age, 2555.
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1953 with fawn leather, 9,000 miles; £655.

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1953 Hillman Mark VI costae car, gun grey with
1954 Hillman Mark VII saloon, golden sand
1954 with red leather, fluted bester, 1,000 miles,
1954 with red leather, fluted bester, 1,000 miles,
1954 with red leather, fluted bester, 1,000 miles,
1956 with red leather, fluted bester, 1,000 miles,
1957 with red leather, fluted bester, 1,000 miles,
1958 with red

1954 Hillman Minx Mark VII convertible coupe, mountain grey with red leather, 4,000 miles;

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£550 —Hillman Minx saloon 1952 (Oct.), black. £655.

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1946-7 Hills 7 Hillman 10 foursome coupe: £270; pay-ments. -Vaughan, 17, Astwood Mews, 1319. | C4078 S.W.7. Fro. 1319.

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1940 Hillman 10 4-door salcon very good condi-deposit, balance 18 months.—Be.ov.

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£525 11 1952-3 Hillman Minx de luxe saloon.

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1950 Choice Hillman Minx saloon de ord 2: 5

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2535.—el. Boxmoor 4556. 2010 16. [4663]
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1954 (February) Humber Hawk saloon, fawn with only, immaculate condition, one owner; 2853: 44—36. Aldermans Hill, London, N.13. Tel. Palmers Green 5631-2-5. (C4002

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LLAN TAYLOR MOTORS, Ltd., offer:-HUMBER Hawk late 1948, on. owner, taxed December: £350.
HIGH St., Wandsworth, S.W.18. Tel. Vandyke 4435
[5139

HENDON CENTRAL GARAGE, Ltd., offer:-

1953 Humber Hawk, radio, heater, seat covers, 1952 taxed, 15,000 miles, condition as new; £795. 1952 Humber Hawk saloon, taxed, fittled radio and 1950 heater, in excellent condition; £665. 1950 very good order throughout; £495.—Watford Way, Hendon Central, N.W.4. Tel, Hendon 6084-5. D. J. SHEPHERD & Co (ENFIELD), Ltd. cfler;—

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1953 Humber Hawk saloon, grey, one owner; £795.

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[C1022]

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Heath. 126. Compared to the condition of the conditi

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6.455 — Chittern Cars offer a 1950 Jupiter, with the control of the co

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WELBECK MOTORS. Ltd., 107, Crawford St., London, W.1. Welbeck 11.59 Largest Jowett agents in the country would very much like to buy your Javelin or Jupiter if it is quite perfect and exceptional for its year.

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1939 Lagonda LG6 saloon, black brown hide, push-button iv engine, H.M.V. push-button predio, received and the control of the c

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1955 models, 2-door and 4-door saloon, power-1954 Lagonda 5-litre saloon, 8,000 miles.

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GOOD Lagonda required immediately.—G. Edwards.
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[W200]

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1948 Lanchester 10hp saloon de luxe, a specimen F4., N.W.10. Will. 257. Arnotts Garages, Ltd.. Orange F4., N.W.10. Will. 257. Lanchester 14 sports saloon de luxe, a specimen State Company of the Compan

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32.5 ens.—Austin 28, 1939 Ranelagh 7-passenger ilmousine, leather throughout, division, face-brane occasionals, excellent condition, terms, exhanges excellent condition, terms, exhanges, 181, passenger limousine, face-forward occasionals, division, excellent condition, terms, exchanges, 181, page 39, and Saturdays.—Rowland Smith, Hampstead (Hampstead Tobbe), Hampstead 6041.

1951 Humber Imperial 7-seater, black with fawn anteed mileage 22,560 only, in perfect condition; El.195, and and heater, one owner, guaranteed mileage 22,560 only, in perfect condition; El.195, white guarantee.—Herbert Robinson, Ltd., Cambridge, Tel. 4461.

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bet.—Please scan page 52.

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1954 Mansfield Autos, Ltd., Euston 2597. [C3001]
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Hendon 1423-4.

1938 M.G. V.A. 115-itre tourer, body overhalders, separated green, one owner; £175; seen Ealing, Trasprayed green, one owner; £175; seen E395; M.G. TC sports 2-seater, specimen vehicle, and the season of the se

1997; £165.—21. Thistledene, E. Motesey, Surrey, (4804)
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Kirkwood Cars. 78, Streatham Hill, S.W.2. Tulse Hill
1288.

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new in every respect, fitted several extras consumers \$20.00 CMMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue, showrooms open until \$9 pm. (Closs 1950 (Feb.) M.G. T.D. 2-4T., black, green leighted (Feb.) M.G. 2(-), litter saloon, reconditioned engine and gear box recently fitted, spotles (cellulose and interior; £285; guaranteed, Kirkdal Cars. Cobbs Corner, Sydenham, S.E.26. Sydenham (129.)

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£225—19-life V.A. series 4-seater sports tourer, although 198, this car is in first-class condition throughout, engineer owned and maintained by him, we claim this is the finest conditioned one await able; terms, exchanges—2. The word of the conditioned one await able; terms, exchanges—2. The word of the conditioned one await able; terms, exchanges—2. The word of the conditioned one await able; terms, exchanges—2. The word of the conditioned one await able; terms, exchanges—2. The word of the conditioned one await able; terms, exchanges—2. The word of the conditioned one await able; terms, exchanges—2. The word of the conditioned one await able; terms, exchanges—2. The word of the conditioned one await able; terms, when the conditioned one await able; terms, which is the conditioned one await able; the conditioned one await able; the conditioned one await able; the conditioned one await as the conditioned one await able; the conditioned one await as the conditioned one awai

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N.W.3. Hampstead 5712

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M. H. F. Edwards offer immediate cash for good M.G.—200, Great Portland St., London, W.I. Tel, Langham 0012

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THE CAR MART, Ltd., London, wish to purchase M. G. Cars.—582, Streatham 1054.

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SPECIALIZE in M.G. and M.G. cars only, repairs and complete overhauls all models; reconditioned engines in stock for all models 1952 to 1953; eschange service dynamo, starters, crankshafts with rods, gear boxes, brake shoes, vertical drives. V.D. sleeves, rockers, brake shoes, vertical drives. V.D. sleeves, rockers, rocker bushes, rocker shafts, valves, guides, springs and gasket sets with full range of M.O. spares airways in specialize in racing, sparses with one of the starter of

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WE specialise in spares and repairs for all models of M.G. cars.

JACOBS & SON. Mill Garage, Chigwell Rd., South Woodford, E.18. Wanstead 7785-4. [0486]

ERFORMANCE CARS.—M.G. sales, service, spares, —Great West Rd., Brentford, Middlesex. Ealing 5841.

UNIVERSITY MOTORS, Ltd.—Largest stocks of M.G. spares outside the factory.—7. Hertford Lt, London, W.I. Gro. 4141.

Monarate, including valves argues, springer services.

Bell Toreat West Rd., Brentford, Middlesex. Esta Bell Type Motors, Ltd.—Largest stocks of the sparse outside the factory.—7. Hertford Lot sparses outside the factory.—7. Hertford Lot on, W.I. Gro. 414 factory.—7. Hertford Lot on, W.I. Gro. 414 factory.—7. Hertford Lot on, M. G. sparse, most parts in stock for all models on wards, including valves, guides, springs, rod ynamos, leaf aprings, wheels, hubs, vertical of ynamos, leaf aprings, wheels, hubs, vertical consembles; prompt postal service, c.o.d, and guaran workmanship in all our repairs.—A. E. Witham, Qu Garage, Queens Rd., Wimbledon (Station), S.V. Liberty 5083.

RAYMOND WAY. MORGAN RAYMOND WAY OF KILBURN.

RAYMOND WAY the hire-purchase specialists.

RAYMOND WAY the hire-purchase specialists.

1949 Morgan 4/3 sports 2-seater, original coachieve work, engine completely overhauled, many extras fitted including 2 spare wheels with new tyres. Segms or 6102/9 deposit, balance 24 months.

Little-PURCHASE terms on the spot with no reference of the complete of the comple

ROWLAND SMITH'S, the tar Buyers — Highest cash prices for Morgan.—Hampstead (Tube), N.W.5. SLOCOMBES. Ltd.

SLOCOMBEN. LOS.

WE urgently require Morgans of all models since
Wilesden, N.W.I.O. Willesden 4860 Nearest Underwood Dolls Hill Stin
GOOD Morgan required immediately—G. Edward.
Amenbury Lane, Karpenden Herts. Harpend 186.

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198. CLUBMAN AUTOS. Ltd., urgently require all models Morgan for cash.—158-142 High St., Touting, S.W.17. Sal. 5/84.

Morgan Spares and Service (W200)

MORGAN 4/4 official spare parts stockists, service
and repairs.—Basil Roy Ltd 161 Ot. Portland
St. W1 Lengham 7755

H C. PAUL LIE

4000 miles Morris Minor 2-door saloes, com-place Berkeley Sa. W.I. Merfair 0824-2. IC5040

BENTALLS Lie MORRIS MINOR 1953 Morris Minor ohv 2-door saloon, grey, red upnelstery: £525. — Kingstin-on-framed CAR MART, Ltd.

1954 55 Morris Minor de luxe 2-door saloon, Car Mart, Ltd., 37, Davies St., Grosvenor Sq., W.1. Mayfair Soll.

SLOCOMBES, Lee.

1954 Morris Minor de luxe 4-door saloon, grey
red leather interior, as new in every respect
having covered only 200 miles; £625, unique guarantee
part exchanges cars or motor cycles.—38-52, Duddet
Hill Lane, Nr. Dollis Hill Underground. Willesden 4895
(C4017)

RUSSELL MOTORS, offer:-1953 Morris Minor 2-door saloon, 17,000 miles, H M V. push-button radio, Windtones, etc.;

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.I. Sloane 928. [C3060] 1954 Morris Minor 2-door saloon, black, 2.600 miles; part exchanges, deferred terms.—4, Brick Street, Park Lane, London, W.1. Gro. 4772-5, (2305)

BRADSTOCK MOTORS, Ltd., offer:-

PRADE (CCF) August) Morris Minor saloon de luxe, black, red leather, screen washers, spare unused, 5,000 miles only; £555.—Chase Rd., Epsom 5696-7. [Closs] H. BEART & Co., Ltd., offer:-

1953 (January) Morris Minor convertible, grey with red upholstery heater, one owner, 14,000 miles; £450—102, London Rd., Kingston-on-factors, Edwards 3548, Thames, Kingston 3348.

WARWICK WRIGHT, Ltd., offer:—

1954 Morris Mino: convertible coupe, green with green leather, fitted heater, 10,000 miles; WARWICK WRIGHT, Ltd., 150, New Bond St., W.1.

Maylair 9761

HENDON CENTRAL GARAGE, Ltd., offer:—

1952 Morris Minor saloon, 2-door, taxed, 15,000 N.W.4. Tel. Hendon Book-5. ENGINES RECONDITIONED, Ltd., offer:—

1952 Morris Minor saloon, excellent condition throughout, low milesage; £475.—355, Pinner Rd., Harrow, Midox, Tel. Harrow 5566. [C2070]

SCOTT CARS, 347. Finchley Rd., London, N.W.3. Hampstead 7779 8676.

AUTOMOBILE & AIRCRAPT SERVICES, Ltd. offer: OCTOBER, 1953, ohy 4-door saloon; £550.

MARLBOROUGH Works, Kenton. Tel. Wordsworth (2008)
1951 Morris Minor saloon, Dorchester grey/belge, 1951 reconditioned engine, taxed; £445.
SIDFORD CAR SALES, 98-116, Commercial Rd., Southampton. Tel. Southampton 25252 (5 lines) [4965]

MORRIS Minor aloon 1955 one owner, 10,000 miles, immaculate condition; £525.

YNE, PRANK & WAGBTALL, 5-5, Crouch End Hill, N.8. Mountview 400,000 de iuxe, black, 400 miles, 1955 morris Minor 2-door de iuxe, black, 400 miles, 1953 2-door saloon, green, H.M.V. radio, one William Condition of the Condition of the

1954 (June) Morris Minor 2-door saloon, immacu-late condition, one owner, 6,000 miles: £565. 1954 (April) Morris Minor convertible de luxe, green, leather heater, one careful owner:

1955 works mileage, Clarendon grey £685.
1955 work's mileage, Clarendon grey £685.
1950 work's mileage, Clarendon grey £685.
1950 —R. B. Mead (Sales); Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead \$431, 20.
1953 (October) 4-door saloon, 7,600 miles, many MORRIS Minor 1954 4-door, black. 6,000; £585.—1954 Millist \$741 Hillistde \$741

1951 Morris Minor convertible, loose covers, unlid Pet model Morris Chinor, works mileage, Clay
1955 Marcus, Lid., 55, Sioane St., S.W.; T.
1955 (January) Morris Minor 4-door saloon, black
under Morris Minor 4-door saloon, black
under Morris Minor 4-door saloon, black
under Morris Minor 4-door saloon, black

1955 works milesge, exchange, remain [CS054]
1955 Minor 2-door de juxe saloon, black with red
particularly states and overriders, new type
radiator grille, works milesge only; E355,
WiffyTLAW & HARPER, Ltd., 174, Upper Richmond
WiffyTLAW & HARPER, Ltd., 174, Upper Richmond
G771
HILLWOOD MOTORS.—Morris Minor 1955 saloon,
green, green upholstery, one owner, spoties condition; E495.—Mill Hill (London) 4232.
MORRIS Minor, October 1954, 2-door saloon, black,
Morris Minor, October 1954, 2-door saloon, black,
Minesge 300, as new; £550 or near offer.—Deventi

1952 Morris Minor 4-door saloon de luxe model 1952 in black and red leather, as new through

cate 2525.

GORDON CARS (LONDON), Ltd., 26, North End N. W.11.

Speedwell 4701.

1954 model Morris Minor de luse asloon, rev. (4854 model Morris Minor de luse asloon, rev. (4854 model Morris Minor de luse asloon, rev.) (1857 model Minor December, 1894), one careful curser, milesage (4250, henned December, 1895, insured December, 1985, insured

1953 (July) 2-door saloon, grey with red leather, as brand new only 1,950 miles; £252.—1953 (Gotober) ohw Minor 2-door saloon, black. Ashford-Brown, Market Lawington, Wilts. Ashford-Brown, Market Lawington, Wilts. Twin carpurettor, high compression head and high rear axle ratio gives 75mph. 45mpg. 0-50mph 18.6 sec; send for road test and data of our conversions. 1954 2-door saloon, very low mileage; £555, or 1953 ohv 2-door saloon, £55. sec. send for conducting the conversion of the conversion.

1953 ohy convertible, £525; or with conversion

exchange, h.p.; terms; demonstrations. PART exchange, n.p.; terms, temes, te

aince new: £455.—Roobins, Last 1 LOOIN-1950 convertible, really above average, heater, bar-ain; £375:11-A.Z. Motors, 100, Palmerston Rd. N.W.6 Mai 4725. open all day Saturday, 101

Rd. N W. 6 Mai 4725. epn ai day Saturday.

1949 Morris Minor convertible, fitted special engine, high compression head twin carbon send proforms and send send twin carbon side of the proforms of the send of the control of the send of

395 cns.—Morris Minor, 1949 saloofi, excellent conbelow sus.—Morris Minor, 1949 tourer, choice of 8
305 ms.—Morris Minor, 1949 tourer, choice of 8
305 ms.—Morris Minor, 1949 tourer, choice of 8
week-days and Saturdays.—Rowland Smith, Hampstead
(Hamustead Tube), Hampstead 6041
1953 Morris Minor, black, red upholstery, obver
written gunder, and service of the serv

Merris Miner Cars Wanted

ROWLAND SMITH'S, the Car Buvers—Highest cash orices for Morris Minor.—Hampstead (Tube). N W 5 Ham 6041 [W0018.7]

A LMOST new Minor required at once.—54 Streat-Hill 2676. [W0018.7]

A LMOST new Minor required at once.—54 Streat-Hill 2676. [W0018.7]

A LMOST new Minor.—5. Brace Court. Kingston Fill. Survey Tube Hill 2768. [W0018.7]

This Survey Tube Hill 2768. [W0018.7]

This Survey Tube Hill 2768. [W0018.7]

This Survey Tube Hill 2768. [W0018.7]

Morris Minor Cars.—520 Euston Rd., N.W.1. [0718.78]

MORRIS EIGHT MOTORS, who deal exclusively in Morris 8s.

1939 Morris 8 2-door de luxe saloon, one owner, 1939 excellent condition; £245.
1938 2-door de luxe saloon, choice of 2, both excellent condition; £185.
1938 4-seater tourer; £180.

1937 1937
2-door de luxe saloon, outstanding condi-tion; £165.

A ND other saloons and tourers in stock.

EVERY car is thoroughly checked in our workshop, and is guaranteed for 5 months; hire purchase and is guaranteed for 5 months; hire purchase S. G.A. MOTORS, Morris 8 Specialista, 10, 13, and 14, S. W. 7 (5 minutes Gloucester Rd. Tibe). Western 3208.

MORRIS 1859 Series E tourer, outstanding condition, two coursen.—95, Beechwood Close, Baldock, Bertz.

1947 Morris 8 sin., beautifully maintained £295.— W.14, Western 2312.

1948 2-dr. saloon de huxe, 27,000 m., one owner.

MORRIS EIGHT

195 ens.—Morris 3, late 1939 saloon, sliding head, leather; deather of the late of the l

£129—1946-7 Morris 8 delivery van. nice condi-tion throughout.—155, High St. South, East Ham. Grangewood 250. MORRIS 1948 Series E Shp de luxe, green saloon, one owher: £225.—Morris, 135, Green Lane, Mordien, Tel. Mitcham 5687, MORRIS 6 saloon 1957, one owner, recent Company of the St. Series St. Series Saloon, Ed. Series Saloon, Ed. Series Saloon Lane, Hammersmith River-de 2520, 9a, Black Laon Lane, Hammersmith River-14825

Service." 9a, Black Lion Lane, Hammersmith, Riverside 6250, 4299 —1946-7 Morris 8 Series E de luxe saloon; Choice of 5.—G. P. (Bailham), Ltd., 2c. Bailham Hill, S.W.12 (100 yards Clapham South Tube), Batt, 1107-8-9.

Merris Eight Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash
prices for Morris 8.—Hamptead (Tube), N.W.3.
Ham. 6041.

[W4018/R

MORRIS TEN

\$159.—1938 Morris 10 fixed head coupe, good conRd., Balham High
(C1009) £125 —1935 Morris 10hp Series II, excellent condi-dition.—Hodson, 78, Palermo Rd., Harlesden,

N.W.10.

PRIVATELY owned Morris 10.—5, Brae Court, Kingston Hull, Surrey. Tulse Hill 2768. [W2037]

ROWLAND SMITH'S, the Car Buyers.—Highest cash morris 10.—Hampstead (Trube), N.W.3.

Ham. 6041.

W4016/R

Ham. 6041. MORRIS TWELVE [W-018/R]
1939 Morris 12hp saloon, recently fitted works
reconditioned engine, resprayed, and in Al
order; £235, or £80 deposit, balance 16 months; many
others, all guaranteed, exchanges, insurance. Tulse
Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2, Tel.
Tulse Hill 1106

MORRIS COWLEY MORRIS COWLEY

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MORRIS COWLEY

Abortis Cowley, one owner, £695; part exchange and h.p. welcomed.—P.F. Motors, Ltd.,

Richmond 1418.

1955 Morris Cowley, very low mileage, unmarked,

1955 Morris Cowley, very low mileage, unmarked,

1956 Morris Cowley, very low mileage, unmarked,

1957 Morris Cowley, very low mileage, unmarked,

1958 Morris Cowley, very low mileage,

MORRIS OXFORD

W. HAROLD PERRY, Ltd., Ford Main Dealers, 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside

1444, offer:
1953 Morris Oxford saloon, black, red leather,
1953 heater, 11.500 miles, immaculate; £595.
W HAROLD PERRY Ltd., Ford Main Dealers, 279,
Ballards Lane, N. Finchley, N.12. Tel. Hillside H. A. SAUNDERS, Ltd., offer;

CHOICE of several small mileage models from £600.

CHOICE of several smal mileage models from \$600.

836-842, High Rd., N.12. Hillside 5272 (8 lines).

1952 Oxford, one owner, leather, heater; choice from £540.—Below.

1953 Oxford, low mileage, leather, heater; £595; all these cars are in splendid order throughout; written guarantee; terms; exchanges; trade out; written guarantee; terms; exchanges; trade HROLD SIMONS, Ltd., 397/401, High Rd., East HROLD SIMONS, Ltd., 397/401, High Rd., East Finchley, N.2. Finchley 0052-55-54, any time.

1951 Morris Oxford green, heater, 29,000 miles,—AUG., 15th. Abbry 6706, between 10 and 4, 1477.

1951 Morris Oxford green, heater, 29,000 miles,—Thinchley, N.2. Finchley 0052-55-54, any time.

2575; Haywards Beath.—Box 0995.

1961 Oxford raveller's car (October, 14770.

1961 Morris Oxford traveller's car (October, 14770.

1971 Morris Oxford draveller's car (October, 14770.

1972 Morris Oxford deador de luxe saloon, black, 1973 are leather interior, fitted with heater and overrideers. £595.

1953 Morris Oxford 4-door de luxe saloon, black, 1974 oxford saloon, black, fawn interior, 55,000 miles, one owner: £395.—Robbins, East Putter. Tel. 7881.

1951 Morris Oxford de luxe saloon, black, 1974 oxford saloon, black, fawn interior, 55,000 miles, one owner: £395.—Robbins, East Putter. Tel. 7881.

1952 Oxford, heater, exceptional condition miles, one owner: £395.—Robbins, East Morris Oxford saloon, one owner: In the former (Autous) 385.

1953 Morris Oxford solonn one owner in maculation one owner. In 1950.

1953 Morris Oxford saloon, Oct., 52, creen, 19,000 Morris Oxford saloon one owner. In 1950.

1953 Morris Oxford saloon, 1953.—Gordon Wooderson, 48a, Drewstead Rd., S. W.16 Streatham 363.05.

MORRIS Oxford saloon, Oct., 52, green, 19,000 miles, one owner, immaculate £525,—Own Motors, Ltd., Lewisham Bridge, S.E.15, Lee 6585,

1953 Morris Oxford Traveller's car, one owner, condition: £675, guaranteed.—G. W. Wilkin, Ltd., Ltd., Cate, Hampton Court., Mol. HILLWOOD MOTORS.—Morris Oxford. Sept. 1953.
Hills of the sept. 1953. Hills of the sept. 1953. Hills of the sept. 1953. Hills of the sept. 1953. Hills of the sept. 1953. Hills of the sept. 1954. Hill oxford days. Hill oxford de luxe saloon, speeduled the sept. 1954. Hills oxford de luxe saloon, speeduled the sept. 1954. Hills oxford de luxe saloon, speeduled the sept. 1954. Hills oxford de luxe saloon, speeduled the sept. 1954. Hills oxford de luxe saloon, speeduled the sept. 1954. Hills oxford de luxe saloon, speeduled the sept. 1954. Hills oxford de luxe saloon, speeduled the sept. 1954. Hills oxford de luxe saloon, speeduled the sept. 1954. Hills oxford de luxe saloon, speeduled the sept. 1954. Hills oxford de luxe saloon, speeduled the sept. 1954. Hills oxford de luxe saloon, speeduled the sept. 1954. Hills oxford de luxe saloon, speeduled the sept. 1954. Hills oxford de luxe saloon, speeduled the saloon speeduled th

and the few 's months' guarantee; hire purchase exLagran OF WOOD GREEN, Finchley Showtooms, 421425. Hub Rd, Finchley, N.12. Finchley 6221, (Bast
Finchley Underground.)

1949 Morris Oxford, £100 recently spent on car,
h.p. could be arranged—10, Hastings Way, Croxley
Green, Herts, Tel, Gadebrook 5894.

1952 (May) Morris Oxford saloon, black, red
Eather upholatery, immaculate in every
respect, the minage, written guarantee; £485—
Steele Orifiths London, S.E.S. Rodney 2001-6, 19788

1953 (Oct.) Morris Oxford Morris Oxford de luxe saloon, one-car, grey, red leather upholstery, e, full written guarantee; £549.— ondon, S.E.5. Rodney 2201-6. [4737 rd. 1954. del Nov. 2201-6. rery low mileage, Steele Griffiths, Lond MORRIS Oxford, 1954, del. Nov. 55, grey, red. under 7,000 miles, as new, heater, Underseal, spot lamps, seat covers, reverse light; £650.—Carters Garages, Ltd., Farnborough, Hants. Tel. 18. [4792]

Garages, Ltd., Farnborough, Hants, Tel. 18. [4792]

13,000 miles—Morris Oxford, Clarendon grey and pred leather, heater, one very careful owner, immaculate condition; 6262—R. S. Mead (Sales), Ltd., 42. Queen St., Maidenhead, Tel. Maidenhead 3451-2, Queen St., Maidenhead, Tel. Maidenhead 3451-2, GS011

545 cns.—Morris Oxford, 1953 model saloon, Clarentully used; choice of 3 Oxfords; terms, exchanges, list; open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041.

LIMOUSINE, 1951/141p, partition, 6-window (Co. 14 doors, forward occasionas, leather, mileage 20,000-private owned, black, immaculate, E695, Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair-295, 1951

Mayfair-2991.

Meeris Oxferd Cars Wanted

ALMOST new Oxford required at once.—54. Streatham Hill. S.W.2. Tulse Hill 2676.

W3016

THE CAR MART. Ltd. London, wish to purchase Morris Oxford cars.—382. Streatham High Rd.
S.W.16. Streatham 0054.

ROWLAND SMITHS, the Car Buyers.—Highest cash prices for Morris Oxford.—Hampstead (Tube).

W 27. 1935 High.

No. 3. Ham. 6041. [W4018]

N. 3. Ham. 6041. [W4018]

1951 [1953 Hirear (forward occasionals) Limits sines required, eash waiting. A. & S. Ltd. Providence Court, North Audley Street. Mayfair-28]

MORRIS SIX
1953 Morris Six saloon, black, trimmed maroon, fitted heater, supplied new by us: reasonable mileage, excellent condition, offered at a very attractive price; H.P. terms and part exchange.—Hamtune Motors, Ltd., 39, Sheep St., Northampton, Tel. 3615, [4624]

Ltd., 59, Sheep St., Notthampton. 14t. 2010.

Merris Six Cars Wanted

ROWLAND SM.I'H'S. the Car Buyera.—Highest cash
prices for Morris Six.—Hampstead (Tube). N.W.3.

Ham. 6041

Morris Miscellaneous Gars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris.—Hampstead (Tube), N.W.3. [W4018 R MARSTON MOTOR Co., for your Morris.—Tel. Sts.

M 8000. Seven Sisters Rd., Tottenham, N.15.
[10098/R]

IMMEDIATE cash.—All makes of Mortis wanted
—Highest prices given by Measham. 586/870.
Kensington High St., W.14 Western 921. (2467
Merris Spares and Service
MORRIS genuine spares and specialist service in
the West End.
S. MORRIS & Co., Cleveland Garage, Cleveland St.
Tel. Mus. 1932.
MORRIS. to office of the official stockists for spares, service
and repairs.

MORRIS. the official stockists for spares, service and repairs, Tell. Lankester Engineering Co. Ltd., 39-43. Eden St. Kingston-On-Thames. Kingston 515-160917/R KINGSTON-ON-THAMES. — Morris agents and specialists for sales and service. G. W. ULKIN. Ltd., I. Weston Park and 84. Eden St.. Kingston. Kingston 2241. [84035] CPR Morris service consult Morris specialists.—W. T. Mason & Co., 2, Ley St., Ilford (Tel. Ilford O951).

R HARDY & SON, 55, Marylebone High St., w.1. Experienced for nearly a century; complete overhauls and coachwork our speciality; exchange engine units; spares and accessories.—Wei. 1101. (0365/R

NASH paries r.h.d. de 1946 Nash 600 Series rh.d. de luxe saloon, ex-or £150 down.—Bray Motors, 180-184, West End N.W.6. Hampstead 6490. (C1024

COOMBS & SONS (GUILDFORD), Ltd., offer;—

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1950 Oldsmobble Rockett 88, l.h.d., fitted with radio and heater, etc.; £1,000.

COOMBS & SONS (GUILDFORD), Ltd., St. Catherine's, Portsmouth Rd., Guildford, Surrey, Tel. Guildford 62907-8-9.

1953 (registered 1954) Oldsmobile 4-door saloon, radio, heater, colour grey,—Below, Oldsmobile Rocket 98, convertible, electrically operated windows, etc., radio, heater, hydramatic.—Below of the convertible, electrically operated windows, etc., radio, heater, hydramatic.—Below of the convertible, electrically operated windows, etc., radio, heater, hydramatic.—Below of the convertible, electrically operated windows, etc., radio, heater, hydramatic.—Below of the convertible, electrically operated windows, etc., radio, heater, hydramatic.—Below of the convertible, electrically of the convertible, electrically operated windows, etc., radio, heater, hydramatic.—Below of the convertible, electrically operated windows, etc., radio, heater, hydramatic.—Below of the convertible of t

Distributions (RAWLENCE). Ltd.—Sales. service and spares.—Blindley Heath, nr. Lingfield. Surrey Tel. 35-1. Bl.E. main dealers for London, M(1217) R. Distribution and adjoining counties.—Lex Garages. Ltd. 2. Lexington St. W. 1 (Gerrard 8600) (10576) R. 1949 drive, radio, heater, low mileage: £795.—Lex.—The Oldsmobile Blostributors. 2. Lexington St. W. 1. Gerrard 8600.

OLDSMOBILE main dealers.

EX GARAGES, Ltd., are interested to buy recent model Oldsmobile cars

EX GARAGES, Ltd., 2 Lexington St., W.1. Gerrard 6900. Trard 6500.

SIMPSONS MOTORS (WEMBLEY). Ltd. the Oldsmottle buyers.—Wembley 8691/3903. [W4015/R DISTRIBUTORS (RAWLENCE). Ltd., Bilindier Heath, nr. Lingheld, Surrey. Tel. 350-1. Will buy postant pre-war models at ood prices. [0113/R MAYNER MOTORS. Ltd.—Ope: distributors. buyers of solid models; comprehensive Transe of source; exchange entities and unit service.—1-5. Southampton. Tel. 23266/2444. [0226/R]

95 sns.—Opel Olympia 1937 convertible coupe. leather upholstery, unworn spare, choice of 2 Opels, terms, exchanges; list; open 9-7 week-days and Saurrdays.—Rowland Smith, Hampstead (Hampstead Tube), (C-3016

Hampstead 6041. Opel Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash
prices for Opel.—Hampstead (Tube). N.W.5. Ham.
(144018/R

Opel Spares and Service

ANCASHIRE, Cheshire and North Wales distributors for sales, service and spares.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage (19515/R)

PRIDE & CLARKE, Ltd., Opel Stockists, quotations; c.o.d.—Stockweil Rd., S.W.9. Brixton 6251.

GUY SALMON AUTOMOBILES offer:-

1947 Packard Clipper 29hp saloon, a first-class 55,000, right hand driver ado, heater, etc., mileage executive or dector; £795.—Fortamouth Rd., Thannes Ditton. Emberbrook 55:1-2-3 Triamouth Rd., Thannes PACKARD sole concessionaires offer:—

PACKARD sole consessionaires offer:—

1951 (series) Packard 30 de luxe saloon in black, radio, heater, seat covers, log lamps; £1.395.

1940 Packard Super 8 saloon in black, Sculpment 1940 Packard Super 8 saloon 1940 Packard Super 8 de luxe coupe, 12-volt light-1940 Packard Super 8 de luxe super 9 de luxe s

Rd., South Kensington, S.W.3. Kensington 48581 (C4028)

G&M ALFREDS (1936). Ltd.—Limousine Packard and late date above average condition.—6-7. Warren St., W.1. Euston 8268. (C1005)

DACKARD 6 1955 red head coupe, maintained as the condition of the condition of

Packard Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Packard.—Hampstead (Tube). N.W.5. Ham. 6041 fam. 6041. FEONARD WILLIAMS & Co., Ltd.

PACKARD Sole Concessionaires, Packard Buil-Great West Rd., Brentford, Middlesex, Ealing SIMPSONS MOTORS (WEMBLEY), Ltd., the 10191
Supers.—Wembley 8991 5905 (Webberg), Ltd., the 10191
DE THOMPSON (MOTORS), Ltd., require Packet
Jesus 1-195, Pulham Rd., S.W.5, Kensington 4858
PRE-WAR 4-door drop head convertible—Brothouse, Broxbourne, Herts. Tel, Hoddesdon 35

JOE THOMPSON (MOTORS). Ltd., Packard spares, repairs repeclalists.—91-95, Fulham Rd., S.W.5. Kensington 4585. EONARD WILLIAMS & Co., Ltd., Packard Sole Concession Williams, Packard Sole Concession, Concession of Concession, Concession

PEUGEOT

FLITE MOTORS offer:

1952 Peugeot 203 saloon, grey, sun roof, heater, out, low mileage, barkani at 2485.

ELITE MOTORS, 951-961, Garratt Lane, Tooting Broalway, T-i Baham 1200 (20 lines). [C2005

CENTRAL ORAGE (CROYDON), Ltd.—1947 Plymouth de luxe model, grey, very clean throughous: 6525,—Croydon 7464.

SIMPSON'S Offer:-1952 Pontiac Chieftain 8, radio and heater, and Simpson's Motors (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 8691-164015

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Pentiae Cars Wanted
SIMPSONS MOTORS (WEMBLEY), Ltd., the Pontiae
buyers.—Wembley 8691/3905. [W4015/R Pontiac Spares and Service
POR Pontiac spares and Pontiac service.

U.S. CONCESSIONAIRES, Ltd., Pontiac Works, man 7752-4.

Sole distributors Great Britain for Pontiac cars and Pontiac parts.

PONTIAC PARTS.

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COLBORNE GARAGE, Ltd.—Ripley Surrey. Tel.
2361. Specialists in Porsche repairs and service.
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1953 (August) 750c 4-door saloon, grey/ref Market 15,000 mis, one owner, first-class condition. E445.—Chorleywood Motors, Ltd., Chorleywood 260.
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1953 Riley 2%-litre saloon, one owner, 9,000 miles, finished in grey radio, heater; £895.

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1935 20.25 Hooper touring limousine, black with the season with division and aliding root, black with the season with division and aliding root, black and grey with black purposes. The season with the season with division and aliding root, black with the season with division and aliding root, black with the season with th

17. Berkeley St., London, W.1 Tel. Mayfair 9060. MANN EGERTON & Co., Ltd.

1947 Rolls-Royce Silver Wraith touring limousine by Hooper, black with fawn leather uphol-stery 22.356 MANN EGERTON & Co., Ltd.

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1938 glishoye Phantom III saloon with division by Park Ward, recent engine modifications at a cost of \$500; tare book radio and heater, black and maroon coachwork, excellent Rolls-Royce history; \$1.275.

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WRITTEN guarantee; exchanges and hire purchase
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1 25bp. 1935 sa.oon by Park Ward, black, new tyres, fitted heater, aunshine roof, recent extensive overhaul: £395
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Herarbss, new and used always a selection for sald from £265, below.

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1937 (January) 25/30 Rolls 4-door owner-driver saloon, leather throughout, very roomy;

2755 Beloadon, leakner throughout, very room;
1936 Dec.) Rolls-Royce PIII, Freestone & Webb,
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1933 20,25 Rolls-Royce sedanca de ville, 2 owners
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1934 20,25 Rolls-Royce (Annual Color)
1934 20,25 Rolls-Royce (Annual Color)
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Rolls-Royce 20/25 Hooper 4-light iriver saloon with boot, radio, excel-

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[C5007]

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1937 Rolls-Royce 25,30hp four light limousine by Park Ward, forward occasionals, 47,000 miles, immaculate; £850.—Rootes, Ltd. High St., Rochester. Tel. Chatham 2231.

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1937 driver, semi-razor-edged salcon, grey, brown hide upholstery, new set Fort tyres, G.L.F. series, and the properties of the precision of the properties of the precision of the properties of the precision of the pr

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WANTED, Rolls-Royce 22/22 and 20/25, all types of coachwork, any condition.

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Lt. spares for 20 and 25hp Phantom I and Phantom
Rull chassis: also reconditioned replacement engines
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unit, only 500 miles, all extrs, unrepeatable opporturity; many others.

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1939 Rover 10 saloon, black brown leather, engine cled: £550.—G. W. Wilkin, Ltd., 1. Weston Park, Kingstont-on-Thames, Kin, 2241.

Kingstont-on-Thames, Kin, 2241.

2395 [11—1940 Rover 10, special 2-door 4-seater meter reading 29,000; whose, real beauty with speedometer reading 29,000; whose, real beauty with speedometer reading 29,000; whose, real beauty with speedometer reading 29,000; whose real beauty with speedometer reading 29,000; which will be a speedometer re

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£85—1936 Rover 12 saloon, in excellent orde throughout with the saloon in excellent orde GORDON & GLVN. 189-195. Favilion Rd., Sloan Science Science Tubel Sloane 8266,4426 minutes Sloane Square Tubel Sloane 8266,4426 minutes Sloane Square Tubel Sloane 8266,4426 minutes Sloane Square Science Tubel Sloane 8266,4426 minutes Sloane Square Science Tubel Sloane 8266,4426 minutes Sloane Science Tubel Science Manchester Prestwic Cook Science Scienc

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£5.25 "!!—Magnificent Rover 12 aaloon de luxe, we you will admit it looks as though it had just left the 1947 Motor Show, absolutely specimen condition, the nest we have had; 5 months' guarantee: hire purchase, exchanges, or month's guarantee hire purchase, exchanges, the purchase of the purcha

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Pozner (Autos), 395, Hendon Way, N.W.4. Hendon
(C3065

1425-4. Grand Rover 14, 1940 de luxe saloon, 1625-6. (C3065 head, leather, radio, excellent condition; terms, exchanges.—Roverand Smith below:—

16 Sins.—Rover 14, 1940 de luxe saloon, sliding exchanges.—Roverand Smith below:—

17 Sins.—Rover 14, 1940 excellent condition; terms, exchanges; list open selected than the selected selected

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1047 Rover 14 Spcrtsman saloon, two owners and ago, very good condition; £465.—Tel Stratford-on-Avon 3143.—Rover 14 de luxe saloon, October, 1946, except luck, brown feather, sliding root, heater, schools and the saloon of the saloon of

Addiscombe 1500.

ROVER 16

1947 Rover 16. one owner, black, brown leather, son invited, £495, written guarantee; trens, exchanges; trade engularle versions, exchanges and property of the property

ROVER 20

£295.—1959 Rover 20 sports saloon, a very sound.
GORDON & GLYNN, 189-195, Pavilion Rd., Sloane St., S.W.1 (3 minutes Sloane Square Tube), (C2075 (C2075)

245 cm.—Rover 20, 1938 four-door aports saloon. due-blue, sliding head, blue leather, exceptional; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). (24018

Hampstead 6041.

£295 !!:—Rover 20hp sports saloon, 1938, this car
having just undergone major engine reconditioning,
rebore, reground crankshaft, all bearings remetalled,
new pistons, etc., with the exception of a road test of
some 50 miles the car has done no milesage whatsoever
since this extensive work was carried out and must
appeal to the discerning purchasers requiring this
superb model.

perb model. AMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Showrooms open until 8 p.m. [Clo55

ROVER (60, 75 and 90)
BENTALLS, Ltd.

1951 Rover 75, black, grey upholstery, radio and heater, one owner; £795,—Kingston-on-Kingston 1001. CAR MART, Ltd.

1949 Rover 75 6-light saloon, sliding head, heater, grev with green upholstery; £595.—(ar Mart, Ltd., 392, Streatham High Rd., S.W.16. Streatham (CIO39)

HATTON, Birmingham.

1954 75 salcons.

1953 75 saloons. 1952 75 saloons.

1951 75 saloons. 1950 75 saloons.

WE stock a complete range of used Rover P4s, all carefully selected and in exceptionally good con-dition, choice of colours and equipment; delivered any-where in 'ingland Scotland or Wales; any car taken in part exchange; hire purchase terms completed on the

HATTON MOTORS, Ltd., The Rover Specialista, 71, Broad St., Birmingham. Midland 2437, [4901 R. F. FUGGLE, .td., offers:—

1952 (Sept.) Rover 75. one owner, maintained in Ltd., Bushey Heath, Herte, Tel. 1665. R. F. Fuggle, H. A. SAUNDERS, Ltd., offer:—

1950 Rover 75 saloon, black, grey upholstery, 836-842, High Rd., N.12. Hillside 5272 (8 lines).
GORDON CARS of Golders Green.

1948 (Nov.) Rover 75, heater, radio, exceptional GORDON CARS (LONDON), Ltd., Russell Parade, N.W.11. (Speedwell 9761.)

WANSTEAD MOTORS, Ltd., offer:-

1948 Rover 75. one owner, black, fitted heater;
WANSTEAD MOTORS, Ltd., 645, Eastern Ave.,
Illord Valentine 1155-6-7. [C4042]
PHŒNIX MOTOR Co. (SURREY), Ltd., offer:--

PHERIX MOTOR Co. (SURREY), Ltd., Phenix PHERIX MOTOR Co. (SURREY), Ltd., Phenix Phenix High St., Sutton, Surrey.

1954 Rover 75 saloon, dual grey/grey, radio heater, one owner, low mileage, £1,125,—

Below. Rover 75 saloon, cream/red, one owner; 1952 £675.—Below. 1948 £625.—Below for the four 75 saloon, grey/grey, radio. heater; DUNHAM & HAINES, 46, Castle St., Luton 2100-1, (C1079)

1948 (November) Rover P5 75 sports saloon,
—Tickford, Ltd., Temple Bar 535s.

1948 Rover 75 saloon, black/grey, one owner, immunicate throughout, engine reconditioned, works serviced; £575.—Uxbridge 242s.

1952 Rover 75, one owner, well maintained, age 18,000; £900.—Bridgwater Motor

Ltd., Bridgwater.

75. 1952 salson. black/red leather, heater and complete salson. black/red leather, heater and colding. North Audley St., Mayfair 5242.

ROVER 90. black with brown leather, 7.000 ml radio and heater, as new; £1,155.—60x's Mot (Leicester), Ltd., Conduit St., Leicester, Tel. 60319

1954 (June) Rover 90 saloon, black, 4,000 miles only, fitted loose covers, car as new; £1,165, terms.—Philip Foster, 106 High St., Uxbridge, Tel.

1950 Rover P.4 75 saloon, black, superb con-dition; £735.—Park Garage (bioleagy), Ltd. Hampton Court Way, Molesey, Surrey Tel. Molesey (CS05)

1953 (April) Rover 75 saloon, fitted H.M.V. radio dition, one previous owner; £925.—L. C. Hiller, Oldham Rd., Rochdale Tel. 3151.

R OVER 90, grey/red, registered September, 1954.

R OVER 90, grey/red, registered September, 1954.

B OVER 19

1954 P4 75 saloon finished in black with recommendation in the saloon finished in black with recommendation in the saloon finished in the saloon in the saloon finished in black with recommendation finished in black with

495 san.—Rover 75, 1948 salcon, sliding head of the salcon, sliding head salcon, s

land Smith, Hampstead (Hampstead Tube). Hampstead (24).

XX 1951 (registered February 1952) Rover 75
P4 salon; a really immaculate one-owner car, black with red leather, radio and heater; a most attractive example, written guarantee. 2765; terms, claudion, Wil. Tel. Landam 0012.

1954 pensively fitted with sunshine roof, intest whose of the control Rover (68, 75 and 90) Cars Wanted or 1949 Rover 75 saloon, urgently required.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. 1955 Rover 90 saloon, including wireless; delivery up to March next.—Williams, "Beech Lodge."
[4734]

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ARVEY RUDSON, Ltd. (The Land-Rover Special-lats), offer from the finest stock of reconditioned and guaranteed Land-Rovers in the country.— model Land-Rover; choice of 2.

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1953 and 1952 Land-Rovers; choice of 4.—Wood-ford, London, E.18. Wanstead 0056. [C2059 OFFERED by:-

EVANS (WIMBLEDON), Ltd., a relection of high-grade used Land-Rovers with 5 months' specific guarantee.—Evans (Wimbledon), Ltd. Rover Main Dealers, Alexandra Rd., Wimbledon 0163/4. [0195/R HATTON, Birmingham.

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1954 96in wheelbase, also full range of earlier
Land-Rovers, delivered anywhere in England,
Scotland er Wales, any car taken in part exchange;
HATTON, MOTORS, Long, The Land-Rover Specialists, 71, Broad St., Birmingham, Midland 2457,

1952 model Land-Rover, green, one careful owner,
DUNHAM & HAINES, 46, Castle St., Luton 2109-1,
(Cl079)

1951 Land-Rover, one owner, 9,000 miles, good condition £385,—Hounslow 2552. (4997) 1954 model, 86in wheelbase, one owner, excellent condition; £495.—Caffyns, Ltd... Seaford

£345 iii—Land-Rover 1950, one previous owner and an exceptionally outstanding specimen; 21,000 very careful mile.

Camdien MoTORS, Leighion Buzzard 2041, Write for estalogue, Showrooma open until 8 p.m. [Clo35] 1951 Land-Rover, green, one careful owner who as the sused this vehicle on public roads only: £545.—Hale Motors, Ltd., Tot. 7771-4. [C207] C.545.—Hale Motors, Ltd., Tot. 7771-4. [C.gov.]

G & M. ALFREDS (1936), Ltd., 1952 Land-Rover
above average condition.—6-7, Warren St., W.1
[C100]

Babve aretise (Color Bassel 1948, 1.h drive, excellent 265 condition: terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead Hampstead 47 tube). Hampstead 5041.

ROWLAND SMITHS, the Car Buyers.—Highest cash prices for Land-Rover.—Hampstead (Tube), N. W. 3

HARVEY HUDSON, Ltd. (The Land-Rover Special-lists), wish to buy Land-Rovers.—Woodford, London E.18. Wanstead 0056. (W2035)

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IMMEDIATE cash.—All makes of Land-Rover wanted
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Kensington High St., W.14. Western 9821. [246] HATTON, Birmingham.—1955 to 1948 Land-Rover.
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Broad St., Birmingham. Midland 2457,

ROVER MISCELLANEOUS

HENLYS, Ltd.

ENGLAND'S Largest Rover Distributors.

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GREAT WEST ROAD (Ealing \$477).

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BEARTS. of Kingston, Rover Specialists, sales, spares, repairs.—102 London Rd., Kingston, Kingston, 00600/R

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URGENTLY wanted, good condition post-war Rover cars; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907.

GOOD Rover required immediately.—G. Edwards, Membury Lane, Earpenden, Herts. Harpenden 118. W2000 ALMOST new Rover required at once.—54. Streatham Hill. S.W.2. Tulse Hill 2676. [W3016] A Hill. S.W.2. Tules Invigured at once.—54, Streathant (W5016)

BIRMINGHAM.—Post-war Rovers wanted, distance no object.—Hatton Motors Ltd. 71, Broad St. Midland 2457.

WANTED, nearly new Rovers, small mileage, distance no object, details and price.—Green Locality of the Control of the Contr tle 3325-6.

WAR rovers wanted —Wilson's Automobiles & WAR rovers wanted —Wilson's Automobiles & W.Z. & Chworks Ltd., 34, Acre Lane, Brixton, S.W.Z. 4011.

3, Dorking Rd., Epsom, Surrey, Epsom, 50567/R

Rover Spares and Service

KJ MOTORS, Ltd., agents, reconditioned
bourne 545c.

Durne 3450.

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Rd., Croydon. Tho. 1222. Main Rover dealers for
Culliver Rengine Service.—Rover 12 and 14hp
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Blackfriars 2302

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1954 Aronde 5.000 miles, grey, heater, loose covers, £715.—Below.

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1951 (Nov.) Singer 3 Roadster, one owner; only 6275.

GORDON CARS (LONDON), Ltd., Russell Parade, N.W.11. (Speedwell 9761.) Ltd., Russell Parade, 525.—1957 Singer Bantam de luxe salcon, in outstanding condition; £45 down.—Below, £45.—1955 model Singer 9 sports Le Mans coupe, 180.—184. West End Lane, N.W.6. Hampster 185. Singer S.M.1500 salcon, silver and given, 180.—184. West End Lane, N.W.6. Hampster 185. Singer S.M.1500 salcon, silver and given, 1952.—2 cone, equipped with radio; £355.

DARKERS, Ltd., Bradshawgate, Bolton 4080.

DARKERS, Ltd., Bradshawgate, Bolton 4080. [C3062/1]
SINGER 1500 saloon, mileage 5,000; £725, deposit £15
and 30 H.P. inat. inc. tax; £31,70/11.
THE COODEN ENGINEERING Co, Cooden, Bexhill.
Tel. Cooden 600.
1951 Singer 1500 saloon, silvery grey/fawn leather one owner, 25,000 miles

only, £475.
GORDON CARS (LONDON), Ltd., 26, North End Rd., Golders Green (opposite Tube Station), N.W.11.
Speedwell 4701.
1947 Singer 10 saloon, guaranteed; £260; payments.
1947 —Oldfield, 356, Kensington High St., W.14. 1953 Singer S.M.1500 saloon blue, twin car-burettors equipped with radio and extras;

BOTTOMGATE MOTORS, Ltd., Bolton Rd., Darwen 1950 Singer S.M. 1500, black, as new, 2473.

1951 Singer S.M. 1500, black, as new, 2473.

1951 Singer 1500 saloon, black brown upholistery.

1951 Singer 1500 saloon, black brown upholistery.

2016, as new 1500 saloon, black brown upholistery.

2017, Steel Griffiths, London, S.E.S. Rodney 22016, 4756.

HILLWOOD MOTORS.—Singer Roadster, 1951, super-landance with confort and economy, choice of two, 250, and 250,

1950-1 Singer Cars Wanted
Singer 1500, radio and heater, as new; JACK WILLIAMS MOTORS, Ltd., 163 Priory Rd., 163 Horney Mountyley 5228 and 5774 (C4054

ROWLAND SMITH'S, the Car Buyers.—Highest ca prices 'or Singer.—Hampstead (Tube), N.W. Ham. 6041.

Singer Sparce and Service:

ANCASHIRE'S premier stockists.—Coulthurst Grimshaw, Whalley New Rd., Blackburn. 16 48051.

THE Singer Agents for spares, service repairs, Automenders, Ltd., Lowther Garage, Perry Rd., Barnes, Sw.15. Riverside 6498.

GORDON CARS (LONDON), Ltd., the London Singer distributors, for spares, repairs and service—St. Albans Lane, Goldens Green, N.W.11.

Specwell 4701/2.

ALLENS of BRISTOL.—Singer distributors for Somerget and South Gloucestershire; comprehen-sive spares stock; quote chassis number.—Berkeley Square, Bristol. Tel. 25514.

SPORTS CARS B. & G. MOTORS

£155 M.G. 6hp P-type open sports 4-seater, extremely good example, good hood,

£135 —8.8. 16 open Speedmodel 4-seater, in im-maculate cream and chromium, a really mag-

\$135 maculate cream and chromium, a really man-nificent vehicle.
\$130 -Singer 1½ litre 12hp open special speed 4-seater, in spotless cream with maroon mud-guards, new hood, and really does go like a bat out of

gualton, new mond, and reasy does by hace was vow where.

£130 -M.G. 8hp J2 open sports 2-seaters, choice tank, knock-ons, etc.

£150 -Singer 9 Le Mans supercharged open 2-box staff, where the staff open car, but staff, and attractive car, but staff.

hot stuff.

18 —Singer 9 Le Mans open 4-seater, spotless red cellulose, recent complete overhaul by last owner, crank ground, etc.

2110 —Singer 9 Le Mans open 4-seater, green, twin complete overhaul by last owner.

205 —Singer 9 Le Mans open 4-seater, blue, very small complete overhaul blue, very small complete overhaul complete overhaule.

273 —Morris Series I open semi-sporta 4-seater, bluek, —M.O. 8hp open sports 2/4-seater, cream and red

black.

60 – M.O. 8hp open sports 2/4-seater, cream and red.

75 – Hillman 10 open sports 4-seater, black, good hood and easy clean wheels, very sporting.

MANY others, easy terms.—B. & G. Motors, Early Mews, Arlington Rd., Camden Town, N.W.I. Gulliver 55%.

CARS for the enthusiast.

The von require a good pre-war car in excellent condition at a reasonable price we have the fines: selection in the country. Our stock consists of wood veteran, vintage, Continental and sports cars, with all types of conchwerk, Immediate hire purchase and part exchange. We are open till 9 p.m. 7 days a week, including Saturday and Sunday for inspection.

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BERT MASON SPORTS CARS.

185. Hudson Storight & drop head coups, very many coups. Bert Mason Storight & drop head coups, very many coups. Bert Mason 1985. 1895. Januar 2½, drop head crubber 10 between the coups of the coups of

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URGENTLY need a motor car in top shape after 1935 and not over £100, prefer a sports model, Jaruar or M.G., but will consider all others.—Mr. McCurley, 115, Durham St., Belfast. [4919

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DAGENHAM MOTORS, Ltd., offer the following car:

1954 Standard 8 saloon, heater, black, extras, 56 Park Lane, W1, Hyde Park 4956; 374, Ealing Rd. Alperton Middx; Perivale 3398. And 6, 2421

1955 nominal mileage de luxe, with our famous Lexander Engineering conversion, heater: £595.

A LEXANDER ENGINEERING Co., Ltd., Haddenham, [C1094] 1954 Standard 8, 7,000 well-maintained m

1954 Standard Shp saloons, choice of three.

\$\frac{\text{S445}}{\text{S1DFORD}}\$ CAR SALES, 98-116, Commercial Rd., Southampton. Tel. Southampton 25252 (5 lines). [4958]

1947 Standard 8 tourer, black, new engine and Elmbridge 7710 (Surbitton) evenings. [4905 STANDARD 8, Oct., 1955, one owner, perfect condition, 16,000 miles, Underscaled, doors trimmed, and all extras, new tyres; £450.—H. Jones, 3, The Clears, Religate.

Reigntan. new tyres, e-50.—Ft. Jones, 5, The Clears, The Clears, 165 st.—Standard 8, 1939 dh. coupe, leather, 165 df. tyres; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith Hampstead (Hampstead Fuber). Eampstead 6041.

PRIDE & CLARKE, Lid., 1955/4 Smith Hampstead (Hampstead Fuber). Eampstead 6041.

GC4018 guarantee: terms, exchanges; lists.—Stockwell Rd. Sw. 9. Brixton 6251.

900 £495.—British & Coloniai Motors, Lid., 15-14. Upper St. Martin's Lane, London, W. C. 2 (ad). Lelcester Light Hampstead (Hampstead Fuber). Temple Bar 2598.

STANDARD 10 1955 Standard 10 saloon, grey/red; list price.

STANDARD 12 TANDARD 12

1946 Standard 12 black, green leather, one
MagDaLen MotorRs, Ltd. 311, Trinity Rd,
Wandsworth Common, S.W.18 Battersea, 5573

and 7879 [C5005]
1946 £295.—G. W. Wilkin, Ltd., 1, Weston Park.
Kingston, Kin, 8104.
2395. [1] 1948 Standard 12 de luxe saloon, bodywehicle bargain price; 3 months' guarantee; hire purchase exchanges.

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STANDARD 14
1946 Standard 14 drop head coupe, immaculate:
\$\frac{6}{295}\$. 347, Finchley Rd., London, N.W.S.
Hampsted 7779-8676

SCOTT CARS, 347, Finchier Rd., London, N.W.S.
Hampstead 7779-8672,
£275.—Standard 14 1947 saloon, really magnificent
choice 2: many others
BERMOTORS, 14 the 1947 saloon, really magnificent
choice 2: many others
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1948 standard 14 saloon, grey, fitted with heater,
1948 windscreen washer and spot light, exceptionally clean and good condition; £325.—46.12
325 head, leather, one owner, excelent rondition;
terms, exchanges; list; open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead 604).

CAR MART LIN

1954 Standard Vanguard Phase II saloon, heater, 1954 blue with synide upholatery; 2735, 1952 standard Vanguard 4-door estate car, heater, which was the standard vanguard value upholator, heater, 1952 standard Vanguard Vanguard 1952 standard Vanguard H. A. SAUNDERS, Ltd., offer:

1954 Standard Vanguard saloon, green with green upholstery, radio, heater, recorded mileage 6,970; £725. 836-842, High Rd., N.12. Hillslde 5272 (8 lines). (C2027

GLANFIELD LAWRENCE offer:-

1953 Standard Vanguard saloon, black, heater, 407. High Rd. N.12 Finchley 9041. [C2053 GORDON CARS OF GOLDERS GREEN

1954 Vanguard, leather, heater, 11,000 miles; £695. 1953 Vanguard, leather, heater, overdrive; 4575.

GORDON CARS (LONDON), Md., Russell Parade, N.W.1. (Speedwell 9761).

1953 Standard Vanguard, 6,000 miles: £655, [4670]

JACK WILLIAMS MOTORS, LAA

STANDARD VANGUARD
BERKELEY SQUARE HOUSE GARAGE, Ltd. offer

RERKELEY Square, London. Grosvenor 4343.

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1949 Vanguard sa oon, showroom condition, radio heater, £355.—Below.

1953 Vanguard. Phase II. one careful owner. bove, Id. 69, Broadway, Wimbledon, S.W.19. Liberty 5495.

1053 (Mary Strondway, Wimbledon, S.W.19. Liberty 5495. (Clo77.

1953 (Mary Strondway, Wimbledon, S.W.19. Liberty 5495. (Clo77.

1954 (Mary Strondway, Wimbledon, S.W.19. Liberty 5495. (Clo77.

1955 (Mary Strondway, Wimbledon, S.W.19. (Mary Strondway, Mary Str

1951 Standard Vanguard 4-door estate car, heater £525.—Hale Motors, Ltd., Tot. 7771-4. 1951 £525.—Hale Motors, according to the first state of the first stat

£525 1952 Standard Vanguard saloon.— work, Ltd., Southgate St., Winch Tel. 4965. (November) Vanguard, dark green, fitted overdrive, leather, heater, one owner, immediate car; £475.

ERIC HAYES, Ltd., 13, Bishops Bridge Rd., W.2. Ambassador 8266.

1949 Phase I. Whitehall grey, blue upholstery heater, recently recellulosed, excellent order,

KJ MOTORS, Ltd., Bromley. Rav. 3456. 1953 Vanguard Phase II saloon, one owner, radio heater, covers, low mileage; £650.—Tickford (C402)

1952 vanguard estate car, grey, heater, one owner, tion, gusranteed; &675 SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE: Works & Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010]
1952 Standard Vanguard, grey/maroon leather upholstery, radio, heater, one owner, 20,000
DUNHAM & HAINES, 46, Castle St., Luton 2100-1.
(Cl079

\$395!!!—Jan., 1950, Standard Vanguard should be should be standard vanguard should be shou

1950 Standard Vanguard estate car. green, green beater, wing mirrors, in excelent condition, £475.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266.

Tel. Denham 2266

STANDARD Vanguard as oon, Feb. '52, heater, radio, one owner, showroom condition; £525.—Carris Motors, Ltd., Lewisham Bridge, S.E.13. Lee 583.
[4835]

1953 Vanguard, one owner, leather, low mileage written guarantee; terms, exchanges; trade enquiries welcomed.

Welcomed.

HAROLD SIMONS, Ltd., 597-401, High Rd.,
Finchley, N.2. Finchley 0052-53-54, any tir 1949 Vanguard saloon, grey, fitted heater 35,000 miles only, in excellent condition; £345.—8. Bowen & Son, Millside Garage, Edgware. Tel. Edgware. (C102

1951 (November) Standard Vanguard Clinck.

1951 (November) Standard Vanguard Clinck.

1952 (November) Standard Vanguard Clinck.

1953 (October) Standard Vanguard Phase III

1953 (October) Standard Vanguard Phase III

1954 (Noking Prey radio, better, seat covers, exceptionally good; £595 — L. P. Dove, Ltd., Guidford Rd., Woking, Tel. Woking 1282.

1017 (Clinck) Woking 1282.

1018 (Clinck) Woking 1282.

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1019 (Clinck) Wok

only \$600-Mill Hill (London) 4232.

1954 Standard Vanguard, black, red upholstery
1954 Standard Vanguard, black, red upholstery
1954 Standard Varguard, base, a most immaculate
1952 Standard Varguard Standard Rd.
1952 Kingston-on-Thames. Kingston 1185.

1952 Standard Vanguard Saloon, Jade green
1953 Standard Vanguard Saloon, Jade green
1954 Standard Vanguard Motors, 472 Archway Rd., Highgate, N.6. Mountview 3055 and 5505.

395m.—Standard Vanguard late 1950 asioon, radio heater, excellent condition; terms, exchanges list; open 9-7 week-days and saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead (C401)

1951 Standard Vanguards, choice of 2, very nice chassis, radic and heater, stc.; 2475; cash or h p.—Coles Garages, L'd, 42, Warple Rd., S.W.19. Wimbedon 0195

bledon 0195 Standard Vanguard Phase II. gre; 1953 leather. many extras, superb condition every detail, one owner. £625. exchanges dierms; official Standard and Triumph retailers. S. Truscott. Ltd. 173. Westbourne Grove Writ.

1952 (regd. 20.12.51) Standard Vanguard short plue with red leather uphoistery, radio and heater, moderate mileage, the exterior of this car has not been damaged nor is it six different colours, immaculate interior condition and faultless mechanically. 3 months guarantee; comparison fearlessly invited with any other Vanguard priced up to 2525. a real bargain.

C. & W. MOTORS, Ltd., Queens Head Garage, East End Rd., N.5, Pinchley 6236 (5 lines). C1061

STANDARD VANGUARD

1953 Phase II Standard Vanguard saloon, 6,000 special outside sun vizor, dual colour, maroon and cream at extra cost of '75, an unusually fine car with written guarantee, £750.—Steele Griffiths. London, S.E.S. Rodney 2201-6.

Standard Vanguerd Cars Wanted

ROWLAND SMITH'S, the car buyers.—Hishest cash prices for Standard Vanguard.—Hampstead (Tube), N.W.3. Ham. 6041.

ALMOST new Vanguard required at once—54. Streatham HII, S.W.2. Tulse HIII 2676. (W3016 W3016 W301 £400 for good 1951 Vanguard, heater.—265, Cam-rose Ave., Edgware, Middx. Edg. 1774 even-

STANDARD MISCELLANEOUS CARRS AUTO SALES, Ltd., Standard House, South End. Croydon Cro, 6088.—Standard and Triumph Main Distributors in areas of currey and Kent 10052/R

Standard Misoellaneous Cars Wanted

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XXX H. F. Edwards offer immediate cash for good Standard.—200, Great Portland St., London, W.I. Tel. Langham 0012. (W2005

N.19.

XX H. F. Edwards

XX H. 20005.

STANDARD spares for all models, largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (742) 1829.

Slockport (Tel. 4464); and Prince's Drive, Colsyen Bay (Tel. 5322).

ANKERTER ENG. Co., Ltd. (distributors (0559/R SMR. 1874).

ANKERTER ENG. Co., Ltd. (distributors (0559/R SMR. 1874).

ANKERTER ENG. Co., Ltd. (distributors (0559/R SMR. 1874).

Surrey (1874).

Tanklard (1874).

Tanklard Spares all models from 1935 (0286/R SMR. 1874).

Tanklard Spares all models from 1935 (replacement the spare).

Tanklard (1874).

SIMPSON'S Offer:

1951 Studebaker Commander, hydramatic drive, 1951 V.8 engine, Whitewall tyres, all extras, SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 545, Righ Rd. Wembley 8691/5903. AYTONS OF OXFORD offer:-

£775 —1952 Studebaker Champion 21hp sedan; immaculate condition throughout, looks new and is fitted with many extras, including air conditioning, H.M.V. radio; is finished in black with brown leather. TERMS over 24 months if required.

AYTONS OF OXFORD (MOTORS), Ltd., New Rd. Oxford. Tel. 5381.

STUDEBAKER, Champion '48 4-door r.h.d., wind-screen washer, overdrive, radio, heater; £550.

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1951 - Sex 3.089. 1988. [4664]
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whitewall tydes. hydrama.ic drive. twin pass lights. 19
mpg; this car is bristing with expensive extras and
is one of the finest of these usurious cars made;
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EXCELLENT 1932 Sunbeam 18 taloon, good tyres, new battery, licensed Dec.; £50.—Jones, Iron-monger, Ynaysbul, Glam.

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SUNBEAM Alpine, one owner, maintained by us since new 100%; £920.—R. F. Fuggle, Ltd., Bushey Heath, Herts. Tel 1685. METROPOLITAN MOLORS offer:-

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1954 Sunbeam Alpine 2-seater, tonneau cover, for lights, Ace Rimbellishers, low mileage, one owner: £395. R IPCO, Ltd. (Sunbeams purchased), 16. Albemarle St., Mayfair, London, W.1. Hyde Park 2952-3-4, [C3052]

SUNBEAM Alpine, 1954 (May), 4,060 miles; Alban Alcock, Walley St. Biddulph, Stoke-on-Tel. Biddulph 3174

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1952 Sunbeam-Talbot 90, excellent throughout;
6885
SCOTT CABS, 847, Pinchlev Rd., Lvadon, N.W.S.
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1954 Sunbeam-Talbot foursome coupe heater, one owner, as new this E925.—32, Bruton Place, Berkeley Sq., W.I.

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1949 (June) Sunbeam-Talbot 90 4-door de lux jeather, heater, lo; lamps, one owner, low milesge, ex-septional condition; £525—Automobilia, Ltd., Pipo-prook Garge, Dorking 4304.

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1949 Sunbeam-Taibot 90 Mark I saloon, dove grey with red leather, 32,000 miles; £575, 1954 Sunbeam-Taibot 90 Mark II saloon, crystal green with light green leather, fitted radio and heats procedure more in the company of the compan and heater special equipment, 12,000 miles; £1,000 Maydair 9761.

WARWICK WRIGHT, Ltd., 150, New Bond St.

DRIENIX MOTOR Co. (SURREY) Ltd.

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SPECIALISTS in Purchase and Sale of

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SELECTION from our stock;-

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1951 (February) Sunbeam-Talbot 90 Mark II
saloon, finished in green with red interior,
this car has been modified to Alpine specification, including matched and polished ports, latest type D.156
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Confidential terms and part exchanges welcomed;
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1951 Sunbeam-Talbot 90 saloon, blue/beige 22,000 miles; £625.—Woking 4277-5. [C4057]

1954 Sunbeam-Talbot 90 saloon, 16,000 miles only, radio and heater, immaculate condi-

1954 Sunbeam-Talbot 90 drop head foursome coupe, fitted heater, 8,000 miles only from new, faultiess condition; &895.—Portamouth Rd., Thames Ditton. Embertrook 5551-2-5. (C4001 K NIGHTSBRIDGE MOTORS Ltd., offer:-

1954 Sunbeam-Talbot 90 saloons, choice of two.
1954 heaters, small mileages; £955.
1. Roberts Mews, Lowndes Place, London, 8.W.1.
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1949 Sunbeam-Talhot 90 maloon, excellent con-dition; £545 MARLBOROUGH Works Kenton Tel. Wordsworth 78 % (5 lines)

VI 78 % (5 lines)
1952 Sunbeam-Talbot convertible, nominal milegag, fitted heater; £675.

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1949 Sunbeam-Talbot, black with brown interior, mechanically sound, tyres good; £475.

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1948 Sunbeam-Talbot 10 tourer, grey, radio, excel-lent condition; £875 L. F. Dove, Ltd., Guildford Rd., Weking, Tel Woking 1282. [Clore] SUNBEAM Mark III saioon, 1955 model, attractive, two-tone colours, over-riders and heater, 1,200

SUNBEAM more colours, over-riders and heater the two-too colours, over-riders and heater the two-too colours, over-riders and heater the two two colours from the two colours from the two colours from the two colours from two co

GORDON CARS (LONDON), Ltd., 26, North End GORDON CARS (LONDON), Ltd., 26, North End Rd., Golders Green (opposite Tube Station), N.W.11. Speedwell 4701 1950 Sunbeam-Talbot, green, many extras, mech-anically first rate; £495.—Brent Cross Garage, Hendon Way, N.W.4. Speedwell 1196, (C1097

M G. FOGARTY (CAR SALES), Ltd., Guildford 8t., Chester 5586, [4723

365 ans.—Sunbeam-Talbot 10 October, 1946, sports

oelow, gns.—Sunbeam-Talbot 10 1940 sports salor black, sliding head, fawn leather; terms, changes; list, open 9-7 week-days and Saturdays.—Ro sand Smith Hampstead (Hampstead Tube). Ham

1951 (March) Sunbeam-Talbot Mark II salcon bronze, red leather: £585.—Gibsons Sport Cars (Christchurch), Ltd., Lyndhurst Rd., Christ

Camben Motors, Leighton Buzzard 2041. Write for catalogue. Showrooms open until 8 p.m. [Clo35

SUNBRAM-TALBOT 90, July, 1955, heater, washer, tenance log, mech, perfect, £790, no deslers, A. Escott, 109, Maybank Rd., London, £.18, [4719]
1954 radio, heater, practically unsoiled, £825, and the substantial substantial

Motors, Ltd., Empress Garage, Nursery Rd., S.W. Br. xton 9912.

GEORGE HARTWELL, Ltd., the Sunbeam-Lable Sunbeam-Lablets, and the Sunbeam-Lablets and Administration of guranteed clark the sunbeam subsection of guranteed clark the sunbeam subsection of granteed clark the sunbeam subsection of guranteed clark the sunbeam subsection of guranteed clark the subsection of guranteed c

Sumbeam-Talbet Cars Wanted

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REQUIRE modern low-mileage Sunbeam-Talbot cars. BIRMINGHAM .- Lower Temple St. (Central 8411).

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1934 Talbot 14hp salcon; genuine bargain at £95.

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4-seater drop head cabriolet, black with new
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1954 Triumph TR2 Roadster, overdrive, heater, twory with red hide upholstery; £850.—Car Mart, Ltd., 16, Uxtridge Rd., Ealing, W.S. Ealing, 6600. ELM AUTOSALES offer:-

1948 (June) Triumph 1800 Roadster, a very attractive car, in silver grey with red leather interior, fitted radio and heater, bodywork completely unmarked and mechanically first-class; £395.—Eim Autosales. 63, Hartfield Rd., Wimbledon, S.W.19. Cherrywood 1615.

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1955 Triumph TR2 sports 2-seater, literally show-room condition; £750.

J. HUNTER, Ltd., 22, Cricklewood Broadway, N. W. 2. Tel. Gladstone 6505.

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1949 Triumph 2000 Roadster, grey, 40,000 miles:
part exchanges, deferred terms.—4, Brick Et.,
Park Lane, London, W.1, Gro. 4772/5. [C5031

1949 Triumph 2000 Foadster, bronze/red leather, immaculate, £480.—407, High Rd., N.12. SAUL & SLATTER, Ltd., offer:—

1954 Triumph TR2. British racing green with an ew: E82.

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1951 model Triumph Renown, black, beige leather, loose covers, heater, genuine guaranteed mileage 16,000 only, who e car literally as brand new; \$565.—104. High Rd Chiswick 2725/5870. (C1014 GUY SALMON AUTOMOBILES offer:—

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1952 Triumph Mayflower, green, brown leather, Berkelley Square, London. Grosvenor 4543.

Berkeley Square, London. Growenor 4545.

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Scott CARS 337 Purbley Rd., London, N.W.S.
Emmissen 1973/8678 Ltd., Welwyn By-Pass, Herts,
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949 Triumph 2000 Roadster, finished green, new
Helmoster 1974 Perfective Programmer 1975 Per

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1953 absolute—as new; £725. ; months' guaren-

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JACK WILLIAMS MOTORS

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CARRS AUTO SALES, Ltd. Standard House, South
Main Distributors in areas of Surrey and Comparation of Surrey and Surrey Surre

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riumph Mayflower, grey, red leather, heater, erfect condition, one owner; first offer £530 cleon Hotel, Waltham Cross 20071. [4936 1953 Tri secures.—Falo \$\frac{\current \current \curr

1949 Triumph Roadster 2000, fawn, excellent condition, £465; exchanges; h.p. terms.—
Mitchell Erskine, Ltd. 105, Queensway, Bayawateri
1952 Triumph Renown, fitted overdrive, heater,
1952 One owner, incredible value £57511—A.Z.
Motors, 100. Paimerston Rd., N.W.6. Mai. 4723. Open

Motors, 162, Failmerston dec. [C1011 all day Saturday. [C1011 all day Saturday. [C1011 all day Saturday. [C101] Pd 48 Triumph Roadster 1800, perfect condition. Cover: a week hood, engine overhauled, heater, seat cover: a most of the covern covern

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1949 recd. hood, tyres, H.M.V. radio, etc.; £485, or £125 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490

ALCO GOWN.—Bray Motors, 180-184, West End Lane.

1952 (November) Triumph Renown saloon, black, black of the Sender of the Sender

1954 (June) Triumph TR2, pearl white, blackber tion suspension, tonneau covers, 5,000 miles, origin cost £994; will accept £875.—MacVitte, Malvern. Tr. 300. cost £994; will accept £675.—MacVitte, Malvern. Tel.

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Roports 2-seater, works mileage, British ragreen. £795.—65-69. Sternhold Ave., Streatham Hill.

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Hill 6464.

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C&W MOTORS, Ltd., Queen's Head Garage East End Rd., N.3. Finchley 6236 (5) 1061. 1954 Triumph TR2 sports 2-zeater, British Racing Green/tan upholstery, mileage 4,000, competition suspension, wire wheels, heater, twin spots and grilles, special boot platform, badge-bar, used only as secondary transport by our managing director, and meticulously maintained by our works department; £795.—Gordon White & Co., Ltd., Gerrards Cross 2077. 4705.

E795.—Gordon White & Co., Ltd., Gerrards Cross 2017.

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R OWLAND SMITE'S, the Car Buyers — Highest cash prices for Triumph.—Hampstead (Tube), N. W.J. [W4013/R

RED or white, overdrive TR2, privately, for cash.—[4773 K Box 0998. [4773]

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Basil. ROY. Ltd. Triumph Spares Stockists, pre-war models.—161. Great Portland St. London, W.1. Lan. 7735. [01457]

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1954 Bedford Dormobile, biue, many extras, small micage; £785. For other Overseas bargains see page 37.

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JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountriew 5228 and 5774. Hornsey Mountview 5228 and 5774.

1948 Bedford 12 ut.lity, guarantee; £325; pay ments, O'dhelu, 596, Kensington High St. (C302

1740 ments. Odfielu. 596, Kensington Hish St., Wild. Wes. 6651 10448 Bradford de lune 4-seater utility, fawn. Imaculate. 2210. terms. exchanges. Peter Guest, Ltd., King's Lynn. Tel. 4129. SHOOTING brakes. Commer. Hillman. Rolls-Royce and Ford.—Lawton Goodman. 155. Crictlewsof Broodens N W Z. Glädstone 2226.

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BEDFORD Dormobile by Martin Walter. Sept. 1953. Lor cream. lined throughout. roof ventilator, traffication of the control of the c

N.W.1 (nearest Tube, Camden Town Station). Eustoin 7000 and 8894.

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OWETT Bradford utility required. "Greenways." 81

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Sutilities wanted; why accept leas for your estate its full market walter why accept leas for your estate its full market walter from WOOD. Ltd., 2003-220, Cricklewood Broadway, London, N.W.2. Gladstone 2254. Open week-ays 6 am. to 6 p.m. (W2008.)

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McLaren & COX. Ltd., 928, High Rd., Finchley N. 12. Tel. Hillside 0560/955. [C5065]

95m. - Vauxhall 10, 1956 saloon, sliding head. leather, good condition; terms, exchanges, list. Open 9-7 week-days and Saturdays. Rowland Smith. Hampstead (Hampstead Tube). Hamiostead 6041.

C401. (C4018

C298 —Vauxhall 12 1946 saloon, sun roof, leather, good tyres, tip-top performance, choice 8 others: many others.

Defendorfors, 1, Clarendon Rd., Holland Park, Longham, Will. Fark 5066-7, (50 yarda Holland Park Longham).

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1946 Vtuxhall 14 saloon, just rebored, magnificent, nuranteed. £275. payments.—Vaugnan, 17.
Astwood Mews, S.W.7. Pro. 1319. [C4078]

1947 Vauxhall 14 "J" type saloon, ex-condition throughout: £545; terr changes.—Northways Garage, Swiss Cottage, Printrose 1122

1947 hlue/proven uphoistery, excellent condition throughout; £290. Cordon White & Co., £4. Gersards Cross 2077.

First registered 1947, Vauxhall J model, in show room condition, tyres and battery 100% and fitted with a Vauxhall heater, link matting, dual horns, of collection, original leather uphoistery; excellent value

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ATNER MOTORS, Ltd., of Southampton, 1-6,
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VAUXHALL Cadet, outstanding condition through-out, beautiful body, no rust, excellent mechanic-ally, a genuine bargain for the discerning buyer, 250 or offer-Box 1011.

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1953 Vauxhall Wyvern saloon, one owner; £605.

NEWNHAM House, 255-7-9, Hammersmith Rd., London, w.6. Riverside 4646. (C5024 ELITE MOTORS offer;

1954 Vauxhall Wyvern saloon. Empress blue, low mileage, the whole car as new; £695.

LLIE MOTORS, 951.961. Garratt Lane. Tooling Broadway. Tel. Balham 1200 (20 lines). [C2005 1955 Wyvern, 800 miles, Morocco red, perfect.— 60, Rodwell Ave., Weymouth. Tel. 2472

VAUXHALL Wyvern, 59 miles only.—Sidney Marcus Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557/6970

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1953 Yauxhali Wyvern grey, heater, spotlamp 625.—Campbell Symonds, Wembley 6262. [C105]

1950 Series Vauxhall Wyvern saloon, black tan hide, heater, one owner, excellen tion; £435.—H. E. Griffin, Haywards Heath.

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Pinchley Station. N.2. Tudor 2501-2 (C301)

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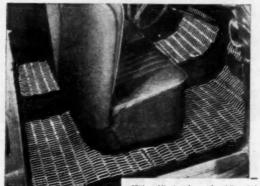
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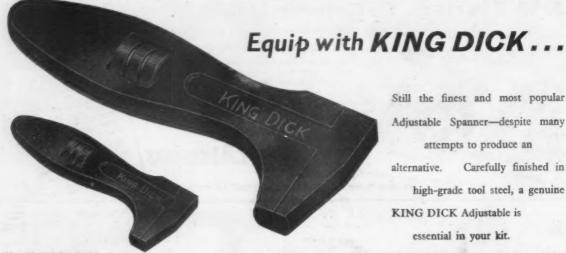
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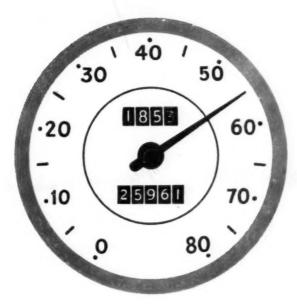


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